## Utah Transportation Commission Meeting
## Agenda Item Fact Sheet

| **Commission Meeting Date:** March 22, 2013 | **Agenda Item #:** 8 |
|---|---|

**Agenda Item Title:** Transportation Investment Fund Prioritization Process Discussion

**Presented by:** Cory Pope

**Background:**

HB377, Transportation Funding Modifications, was passed during the 2013 General Legislative Session. We will review what this bill provides to the Commission for future project programming, and how UDOT will develop recommendations to the Commission during the April STIP Workshop.

We will also review the current Transportation Investment Fund (TIF) program and what revenue projections have been made for additional programming from this fund.

**Exhibits/Handouts:**
- HB 377
- Unified Long Range Plan
- Unified Long Range Plan Project Prioritization Sheets

**Audio/Visual:**
None

**Commission Action Requested:**

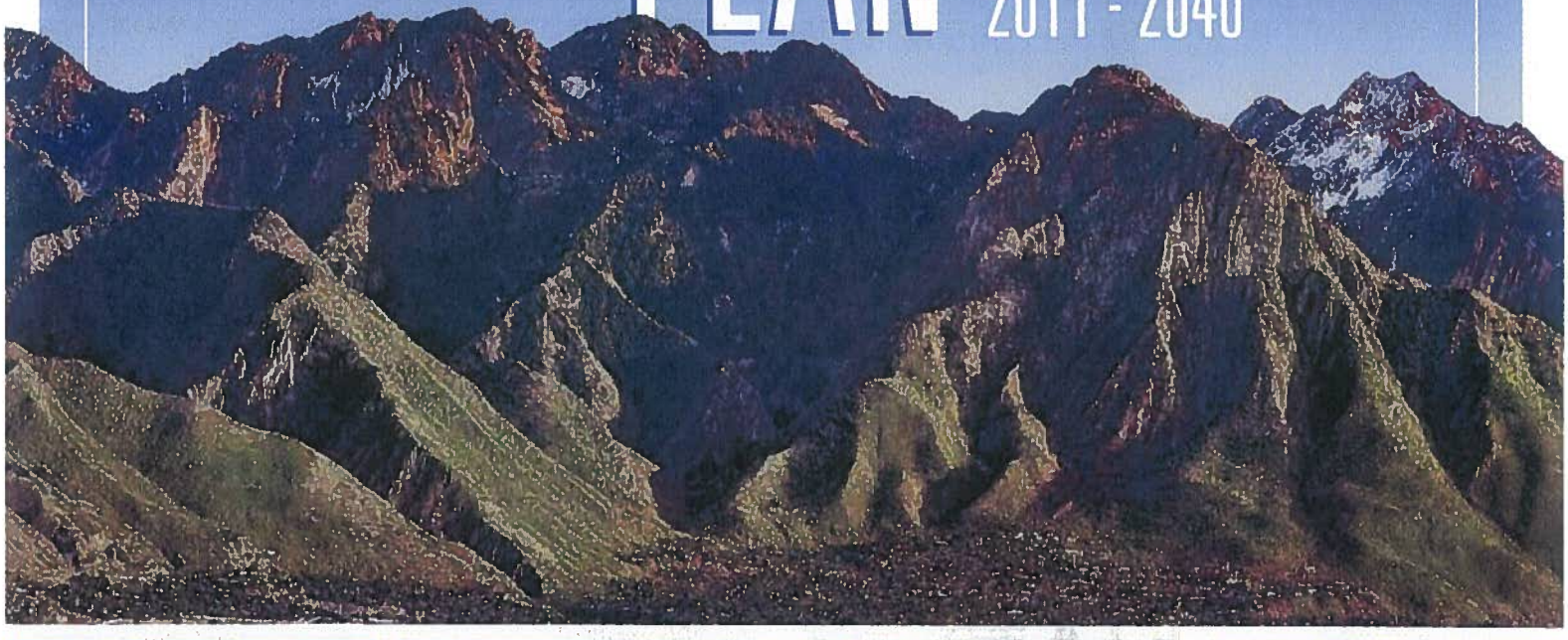
_X_ For Information/Review Only
___ For Commission Approval

Motion Needed for Approval:

None

| **Fact sheet prepared by:** Cory Pope<br>**Fact sheet reviewed by senior leader:** Cory Pope | **Date submitted:**<br>March 13, 2013 |
|---|---|

# UTAH'S UNIFIED TRANSPORTATION PLAN 2011 - 2040



WFRC CMPO DIXIE UTA MOUNTAINLAND UDOT udot.utah.gov

# UTAH'S UNIFIED PLAN PARTNERS

## CACHE MPO
179 North Main, Suite 305
Logan, UT 84321
(435) 716-7154

*www.cachempo.org*

## DIXIE MPO
1070 West 1600 South, Bldg. B
St. George, UT 84770
(435) 673-3548

*www.dixiempo.org*

## MOUNTAINLAND ASSOCIATION OF GOVERNMENTS
586 East 800 North
Orem, UT 84097
(801) 229-3800

*www.mountainland.org*

## UTAH DEPARTMENT OF TRANSPORTATION
Systems Planning and Programming
4501 South 2700 West - Box 143600
Salt Lake City, UT 84114
(801) 965-4129

www.udot.utah.gov

## UTAH TRANSIT AUTHORITY
669 West 200 South
Salt Lake City, UT 84101
(801) 262-5626

*www.rideuta.com*

## WASATCH FRONT REGIONAL COUNCIL
295 North Jimmy Doolittle Road
Salt Lake City, UT 84116
(801) 363-4250

*www.wfrc.org*

# TABLE OF CONTENTS


Introduction . . . . . 2
- Letter from the Chairs of the Utah Transportation Commission and Utah's Metropolitan Planning Organizations (MPOs)
- Letter from the Directors of the Utah Department of Transportation (UDOT) and Utah's MPOs
- Purpose of Unified Transportation Planning

UDOT's Long Range Plan . . . . . 8

Utah MPO Long Range Plans . . . . . 12
- Wasatch Choices 2040 (Weber, Davis, Salt Lake and Utah Counties)
- Envision Cache Valley (Cache County)
- Vision Dixie (Washington County)

Utah's Population Growth Challenge . . . . . 16

Utah's Project Planning & Funding Process . . . 20
- Project Development Process
- Utah's Transportation Needs and Preferences
- Financial Plan and Assumptions
- Continuous, Cooperative and Comprehensive Planning

Highway Projects by Region . . . . . 34

| | |
|---|---|
| Regionally Important Transportation Projects | 34 |
| Utah Highway Projects Map | 35 |
| Highway Projects Phase One (2011-2020) | 36-41 |
| Highway Projects Phase Two (2021-2030) | 42-46 |
| Highway Projects Phase Three (2031-2040) | 47-50 |
| Highway Projects Unfunded | 51-52 |
| Cache Valley Highway Projects Map | 53 |
| Wasatch Front Ogden/Layton Area Highway Projects Map | 54 |
| Wasatch Front Salt Lake Valley Highway Projects Map | 55 |
| Utah Valley Area Highway Projects Map | 56 |
| Dixie Area Highway Projects Map | 57 |

Transit Projects by Region . . . . . 58

| | |
|---|---|
| Transit Projects Phase One (2011-2020) | 59 |
| Transit Projects Phase Two (2021-2030) | 60 |
| Transit Projects Phase Three (2031-2040) | 61 |
| Transit Projects Unfunded | 62 |
| Cache Valley Transit Projects Map | 63 |
| Wasatch Front Ogden/Layton Area Transit Projects Map | 64 |
| Wasatch Front Salt Lake Valley Transit Projects Map | 65 |
| Utah Valley Area Transit Projects Map | 66 |
| Dixie Area Transit Projects Map | 67 |

# Interested Transportation Stakeholders:

The Utah Transportation Commission and the Boards of the Metropolitan Planning Organizations, in cooperation with the Utah Department of Transportation, are pleased to release Utah's Unified Transportation Plan 2011-2040.

This coordinated effort provides transportation planning information for the entire state in one document. The statewide project lists included in this Unified Transportation Plan can be used by the general public, local elected officials, the governor and legislature, and the State Transportation Commission as they make decisions about future transportation programs.

Utah's Unified Transportation Plan provides a summary of anticipated 30-year needs for road capacity and maintenance as well as transit improvements and operations for Utah's metropolitan and rural areas. The Unified Plan reflects Utah's approach to providing transportation choices to its residents, responding to the anticipated population and job growth, and maintaining and preserving the systems that we have in place. While Utah's Unified Transportation Plan summarizes the five agencies' plans, the individual agencies have detailed transportation plans that can be found at the websites for each agency.

- Utah Department of Transportation 2011-2040 Long Range Transportation Plan, www.udot.utah.gov/public/ucon/f?p=100:pg:0::::T,V:207
- Cache Metropolitan Planning Organization Regional Transportation Plan 2035, www.cachempo.org
- The Wasatch Front Urban Area Regional Transportation Plan: 2011-2040 (2040 RTP), www.wfrc.org
- Mountainland Association of Governments 2040 Metropolitan Transportation Plan, www.mountainland.org
- Dixie Metropolitan Planning Organization 2011-2040 Regional Transportation Plan, www.dixiempo.wordpress.com

In 2007, Utah became the first state in the nation to compile statewide and regional transportation plans into one document and was nationally recognized by the Federal Highway Administration and others. We hope you find this information valuable.

**Jeffrey Holt, Chair**
Utah Transportation Commission

**Craig Dearden, Chair**
Wasatch Front Regional Council

**James Eardley, Chair**
Dixie Metropolitan Planning Organization

**William Baker, Chair**
Cache Metropolitan Planning Organization

**John Curtis, Chair**
Mountainland Association of Governments

# Interested Transportation Stakeholders:

The Utah Department of Transportation, in cooperation with the Cache Metropolitan Planning Organization, the Wasatch Front Regional Council, the Mountainland Association of Governments, and the Dixie Metropolitan Planning Organization, is pleased to publish a statewide transportation plan titled Utah's Unified Transportation Plan 2011-2040 (the 2040 Unified Plan). This transportation plan is a compilation of the five transportation plans for our agencies. The 2040 Unified Plan summarizes major capacity improvements for road and transit and also identifies maintenance and operating needs from our five transportation plans. The collaborative 2040 Unified Plan declares that these projects need to be constructed by the year 2040 to meet the projected travel demand. It also commits to maintaining and preserving both the existing infrastructure and the newly built portions of the transportation system.

Our agencies are committed to providing optimum levels of mobility and accessibility on the multimodal transportation network throughout our state. In planning and implementing improvements to Utah's existing transportation system, the crucial issue of population growth and resulting transportation needs must be addressed. Land use decisions and transportation infrastructure needs are directly related. The organizations we represent are responsible for planning for the impacts of growth on the transportation system. Our agencies do not have authority over land use decisions, although we are committed to maintaining an open dialogue with the local jurisdictions holding that responsibility. In this way, land use planning and transportation planning can be coordinated to find the best solutions for both land use development and the preservation of mobility in the transportation system.

Planning for and providing transportation infrastructure in Utah is a complex task and cannot be done by one group or agency alone. Our agencies are committed to working closely with towns, cities, counties, state agencies, the legislature, governor, transit agencies, the federal government, as well as nongovernmental organizations, to determine current and projected transportation needs and to evaluate the best way to meet these needs. It is critical to have a multimodal solution to enhance Utah's mobility. Utah's Unified Transportation Plan examines current and projected transportation conditions statewide and recommends solutions for roads and transit projects that maintain and improve transportation options while increasing safety and mobility.

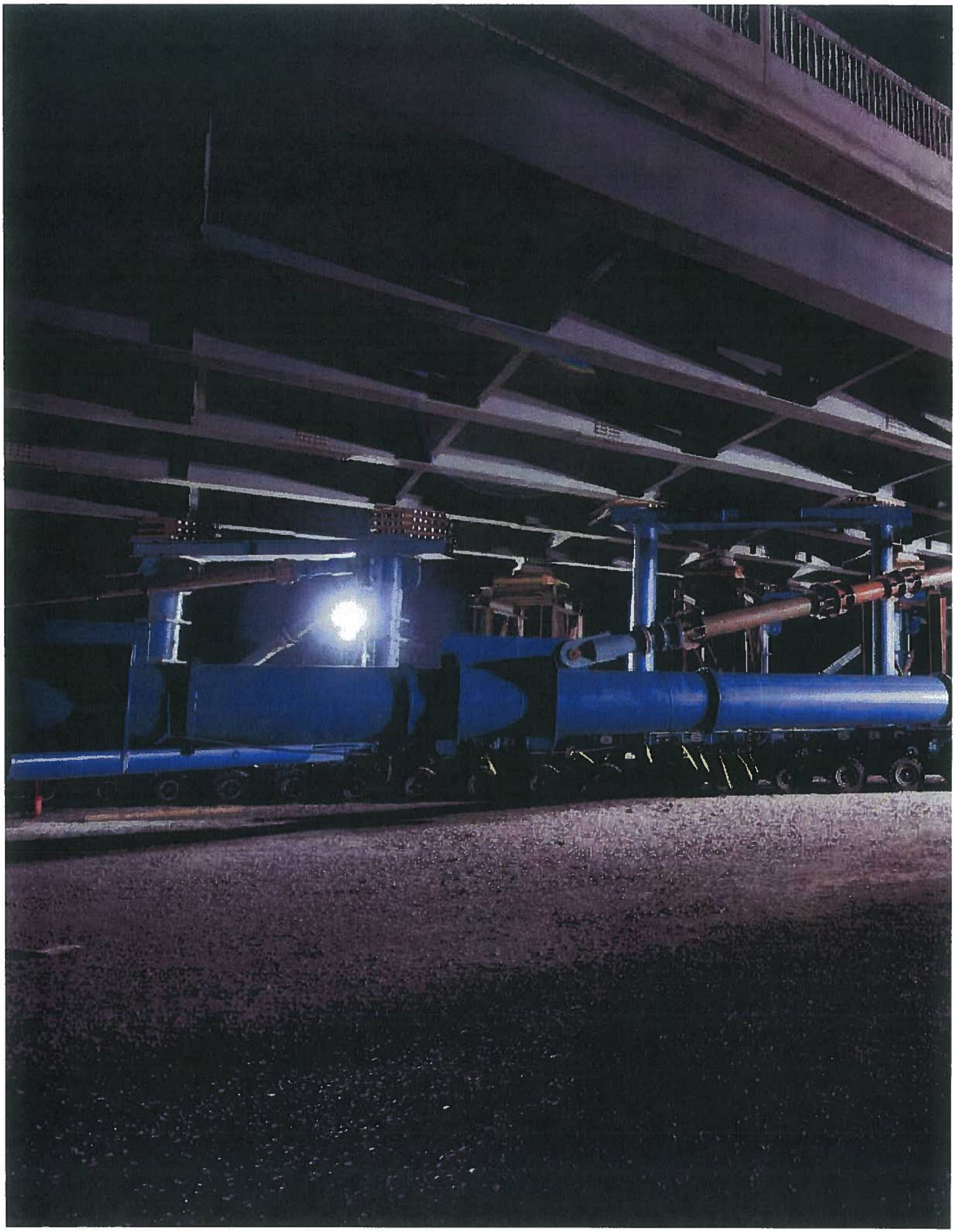
**John Njord, P.E., Executive Director**
Utah Department of Transportation

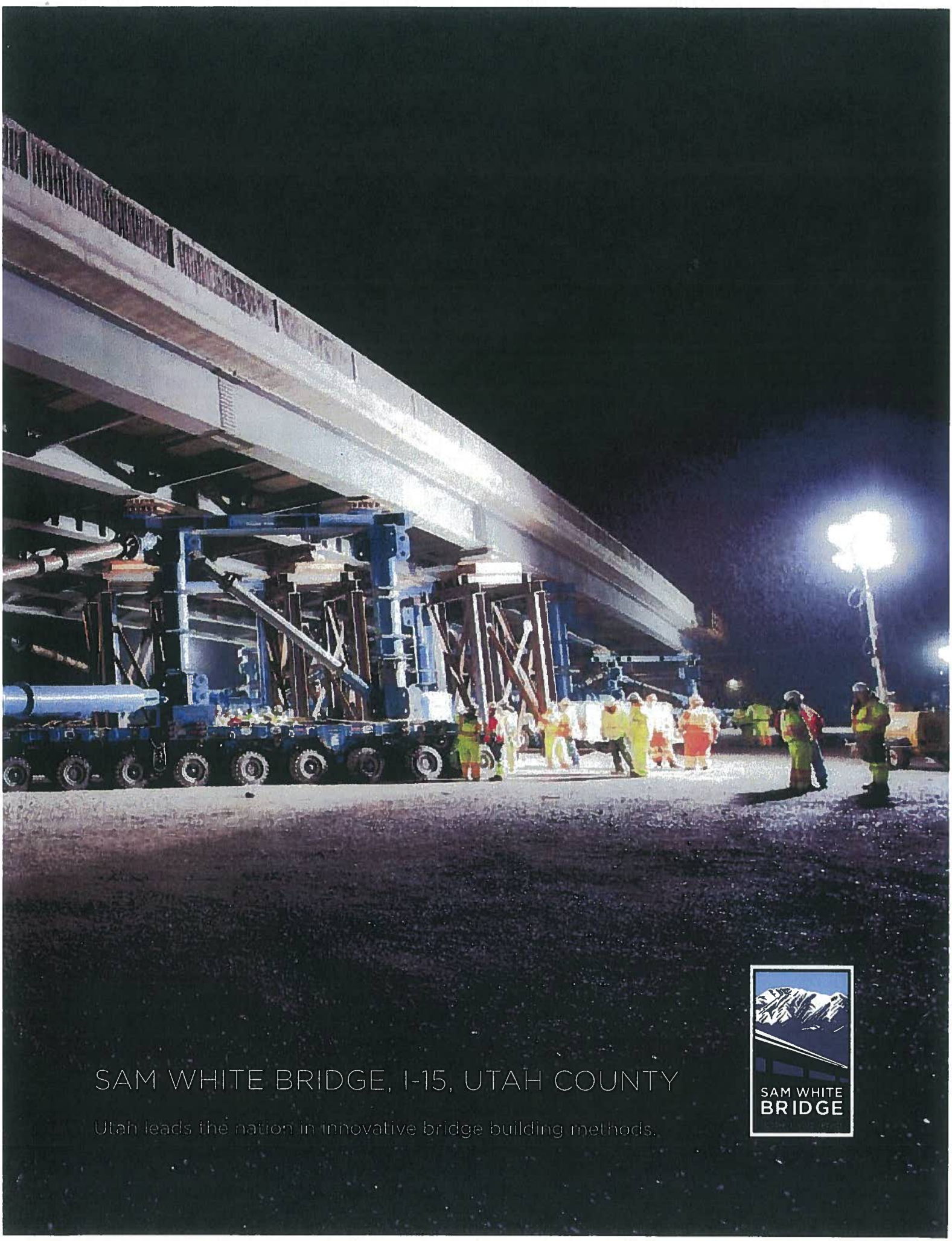
**Andrew Gruber, Executive Director**
Wasatch Front Regional Council

**Ken Sizemore, Executive Director**
Dixie Metropolitan Planning Organization

**James Gass, Executive Director**
Cache Metropolitan Planning Organization

**Andrew Jackson, Executive Director**
Mountainland Association of Governments





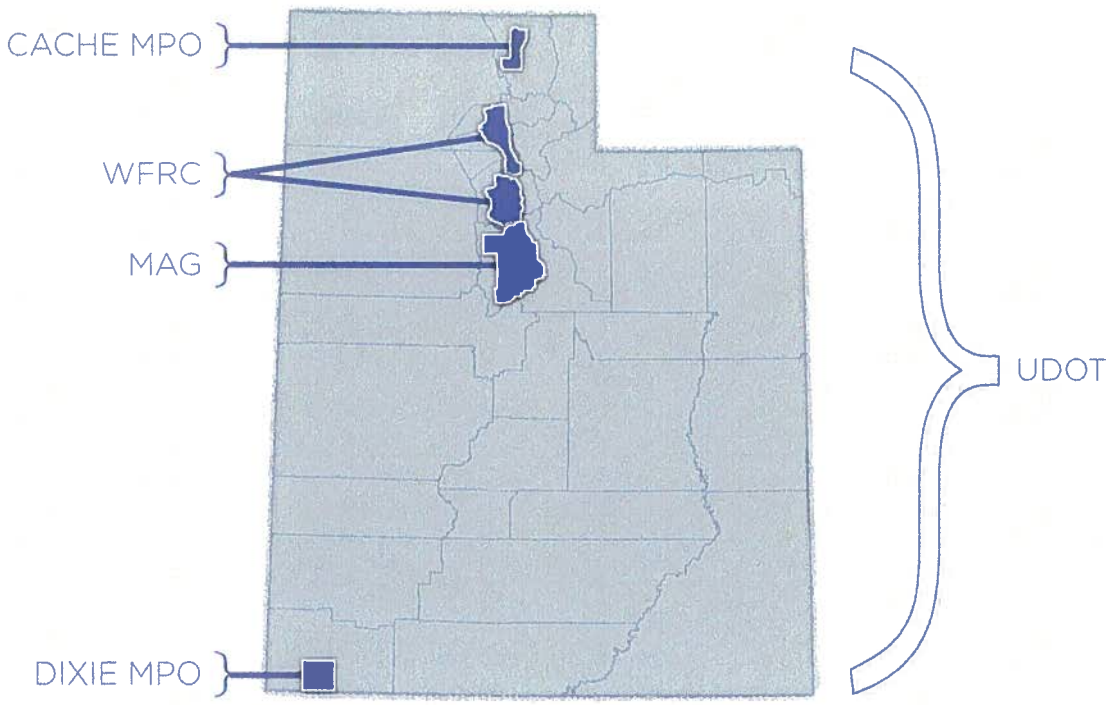

# SAM WHITE BRIDGE, I-15, UTAH COUNTY

Utah leads the nation in innovative bridge building methods.

# > INTRODUCTION AND PURPOSE

As the state population increases, travel demand in Utah will grow and continue to pose significant demands on the transportation system. Utah faces the substantial challenge of meeting travel demands with limited financial resources to maintain, preserve, improve, and expand transportation infrastructure. To coordinate these demands, the Utah Department of Transportation (UDOT), Cache Metropolitan Planning Organization (Cache MPO), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), and the Dixie Metropolitan Planning Organization (Dixie MPO) have developed Utah's Unified Transportation Plan 2011-2040. The planning boundaries for the four MPOs and UDOT encompass the entire state.

## PLANNING BOUNDARIES



# FEDERAL LEGISLATION

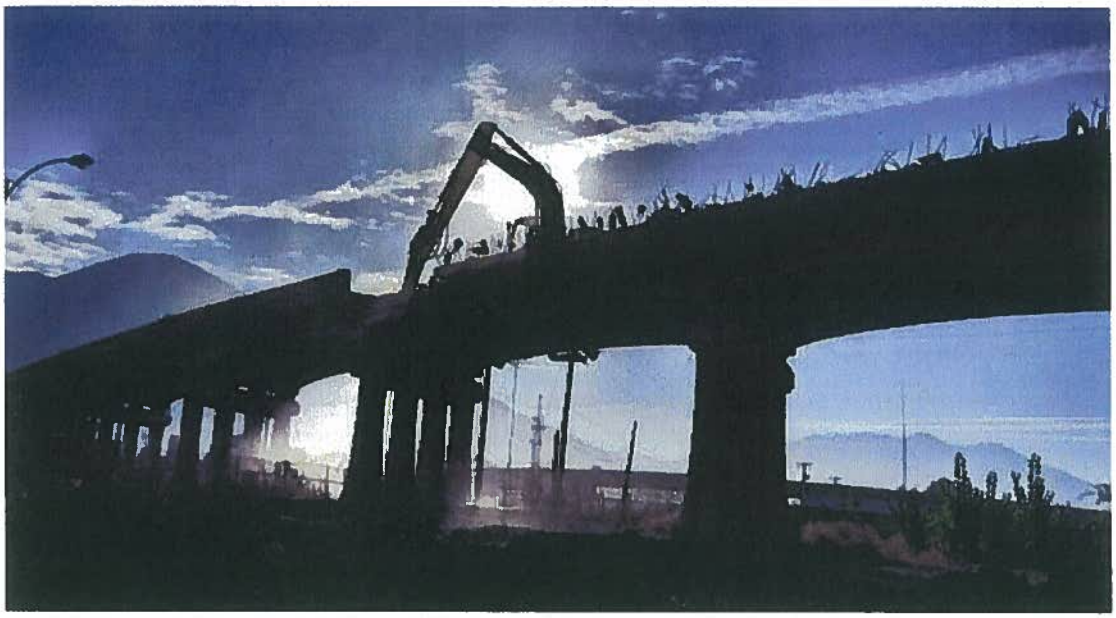
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation that was passed as federal law on August 10, 2005 includes requirements for states and metropolitan planning organizations (MPOs) to prepare transportation plans. The SAFETEA-LU legislation reads, in part:

> *It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes and encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, state departments of transportation, and public transit operators. (Public Law 109-59, Page 119 STAT. 1840)*

In general, state departments of transportation and MPOs are required by federal legislation to carry out a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will:

1. Support the economic vitality of the United States, the states, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system across and between modes throughout the state for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system (Public Law 109-59, Page 119 STAT. 1853)

# > UDOT'S LONG RANGE PLAN



## UTAH DEPARTMENT OF TRANSPORTATION

The transportation plan for UDOT is the Utah Department of Transportation 2011-2040 Long Range Transportation Plan. It serves as the guiding document for the planning, construction and maintenance of state transportation projects in areas of Utah that are outside the MPO boundaries. Together with the four MPO plans, it comprises the statewide long-range plan as required by federal statute.

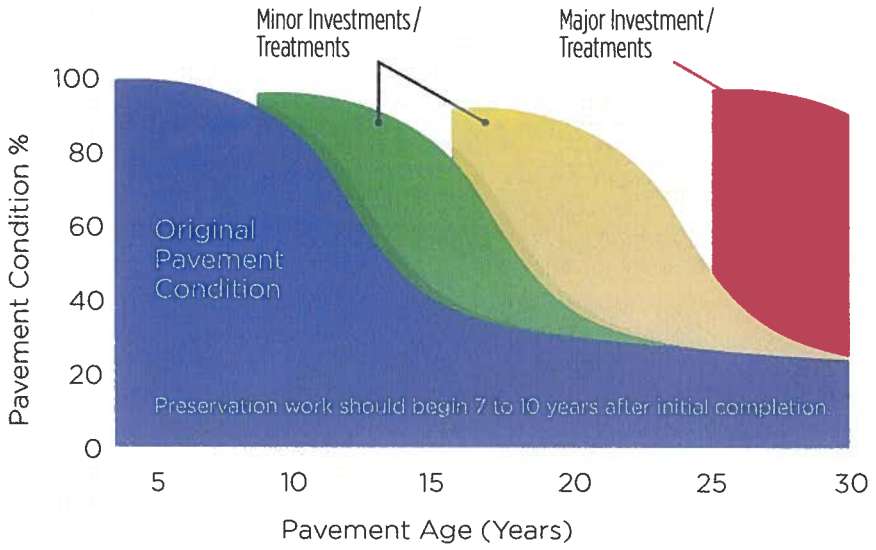
## UTAH DEPARTMENT OF TRANSPORTATION'S STRATEGIC GOALS

UDOT has four strategic goals around which their work is centered. The metropolitan planning organizations also support these goals. UDOT's four strategic goals are:

- Preserve Infrastructure
- Optimize Mobility
- Improve Safety
- Strengthen the Economy

## PRESERVE INFRASTRUCTURE

UDOT maintains nearly 6,000 miles of state highway across Utah, an investment worth tens of billions of dollars. Increased travel and freight are putting more and more pressure on the system, making preservation efforts even more critical. UDOT is committed to the philosophy that "good roads cost less." Through routine maintenance activities and larger scale preservation efforts, UDOT extends the life of the state's roadways and postpones the need to perform more costly complete road reconstruction. Proactively applying well-timed pavement treatments and other technologies to roads will extend their life as shown here. By extending the life of a roadway, costly reconstruction can be postponed with lower cost pavement overlays and other ongoing maintenance projects.



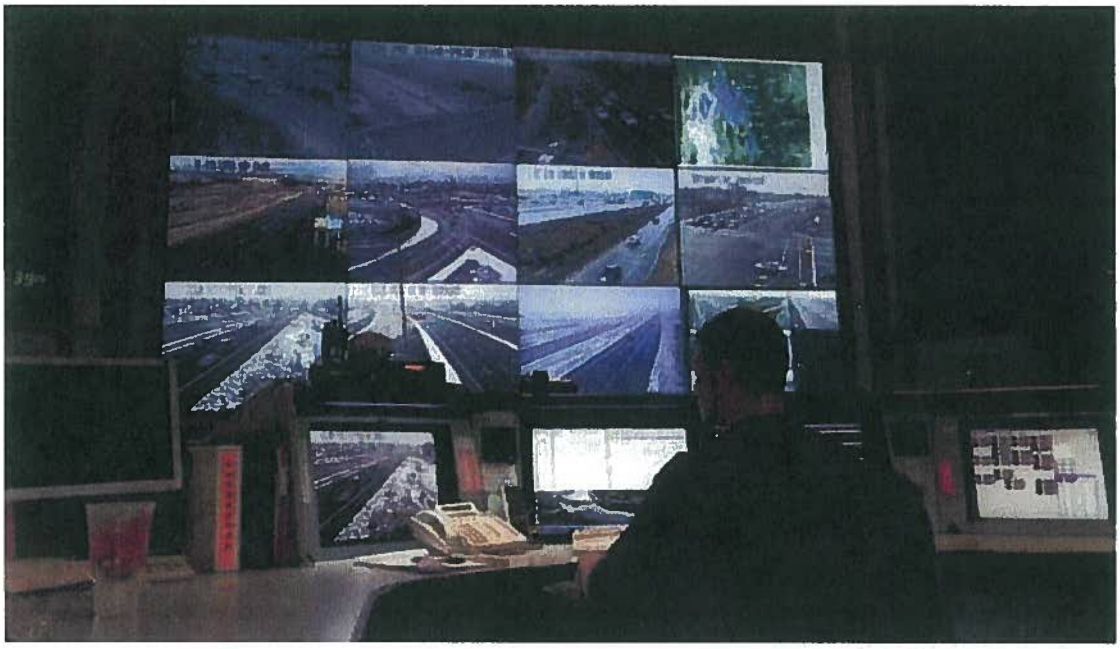

## OPTIMIZE MOBILITY

Adding capacity through multimodal solutions is an important part of improving mobility. With inadequate funds for new multimodal transportation facilities, UDOT, UTA and the MPOs cannot build all needed improvements identified in the 2040 Unified Plan. Even if there were no financial constraints, roads are not the only answer to reducing congestion. Public transit projects and non-motorized transportation modes likewise have financial and feasibility limitations yet will continue to be a viable part of the overall transportation system.

An integrated road, transit, and non-motorized network along with travel demand strategies through the TravelWise program, traffic operations and other system improvements will contribute to congestion relief. Proactively managing the transportation system with access

management, traffic signalization, ramp meters, Express Lanes, and incident management teams will help optimize the transportation system. Reversible lanes are another system management technique that Utah is exploring to maximize the capacity of the existing system. The use of public transit and other alternative travel modes support the efficiency of the transportation network in many ways by providing a balanced system, offering transportation choices and reducing reliance on single-occupant vehicles.

New technologies and design features that are being developed and refined will contribute as much to the efficiency of the transportation system as will new concrete and asphalt. Utah is committed to implementing innovative transportation features and staying on the leading edge of technology in order to optimize the existing system.

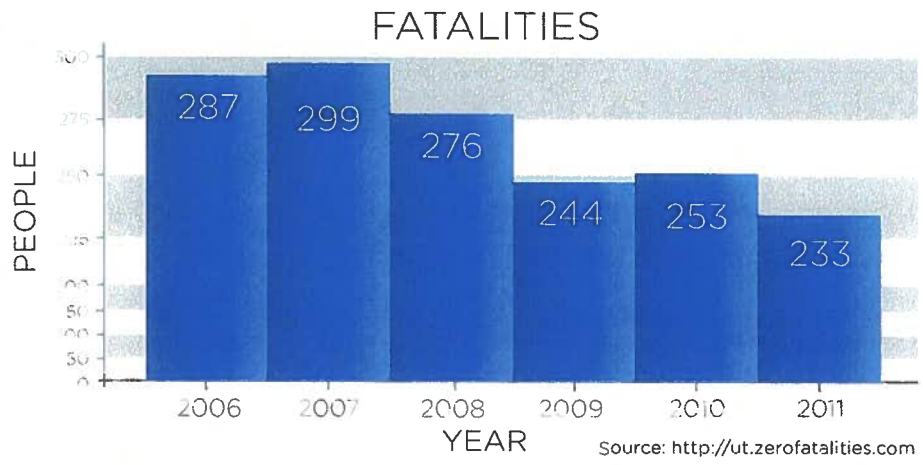


UDOT's Traffic Operations Center strives to empower motorists to make wise travel decisions by delivering them the most accurate, current information about transportation conditions. The 511 Travel Information Line and CommuterLink website (www.commuterlink.utah.gov) provide the public with information to make well-informed travel choices that can reduce delay and avoid congestion due to accidents and road construction.

Every minute saved clearing an incident (crashes, stalled vehicles, debris in the road, etc.) saves five minutes of traffic back up and increases safety by preventing secondary accidents. Incident management teams play an integral role in clearing incidents which increases safety and contributes to restoring traffic to free-flow conditions. In the rural areas, strategies such as passing lanes, shoulders and turn lanes provide system efficiency.

## IMPROVE SAFETY


The most important mission of UDOT is to safely deliver its customers from one point to another. To emphasize this goal, UDOT has adopted a Zero Fatalities philosophy and created a public education and awareness program to encourage safe driving behaviors. The Zero Fatalities campaign is supported by several partners including the state's MPOs who serve on the statewide safety committee. The Strategic Highway Safety Plan, required by SAFETEA-LU legislation, is a plan that each state adopts to set goals for highway safety. While UDOT sets high standards and has generally been successful as shown below, over the last five years an average of 268 people per year still lost their lives as the result of crashes on Utah's roadways. By identifying safety improvement locations and implementing innovative safety programs, Utah may significantly reduce the number of traffic fatalities and injuries that occur on our highways. Partnerships forged with law enforcement agencies and public education through such programs as Safe Routes to School will also help make Utah a safer place for motorists, pedestrians and bicyclists to travel, conduct business and recreate.




Source: http://ut.zerofatalities.com

## STRENGTHEN THE ECONOMY

An efficiently functioning and well-planned transportation network is vital to maintaining and strengthening Utah's economy. Utah's transportation system provides the foundation for economic growth and plays a large role in the success of Utah companies as well as the decision of those considering locating here. Our transportation system not only brings people to and from their jobs but also allows for the movement of commercial goods and freight within and through the state. Utah has the highest percent of truck traffic of any state, because of our importance to the national freeway system and the shipment of goods across the United States.

# > UTAH MPO LONG RANGE PLANS


Through their individual long-range planning efforts, each MPO addresses mobility needs in Utah's metropolitan areas.

## TRANSPORTATION PLANS

Each MPO adopts its own regional or metropolitan transportation plan every four years. These plans and their funding programs represent local government priorities for improvements to various transportation systems, including roadway, transit, bicycle and pedestrian, within Utah's urbanized areas. Collectively, these urbanized areas represented approximately 85 percent of Utah's population in 2010. These transportation plans serve as the guiding policy document for planning, programming, and construction of major roads, transit facilities, access to regional airports, regional freight movement and non-motorized transportation. The regional or metropolitan transportation plan for each of Utah's four MPOs is:

- Cache Metropolitan Planning Organization Regional Transportation Plan 2035
- Dixie Metropolitan Planning Organization 2011-2040 Regional Transportation Plan
- Mountainland Association of Governments 2040 Metropolitan Transportation Plan
- The Wasatch Front Urban Area Regional Transportation Plan: 2011-2040 (2040 RTP)

# MPO VISIONING ACTIVITIES

The Wasatch Front Regional Council and the Mountainland Association of Governments, with the aid of Envision Utah, created a land use and transportation "vision" for Weber, Davis, Salt Lake and Utah Counties. Known as the Wasatch Choice for 2040 (WC 2040) this blueprint for the future was developed by elected officials, local planners, and the general public in 2004 along with a set of nine Quality Growth Principles. Refinements to WC 2040 have taken place over the years and both the Vision and Growth Principles have served as the basis for this region's land use and socioeconomic projections used in the development of its transportation plan.

Wasatch CHOICE for 2040

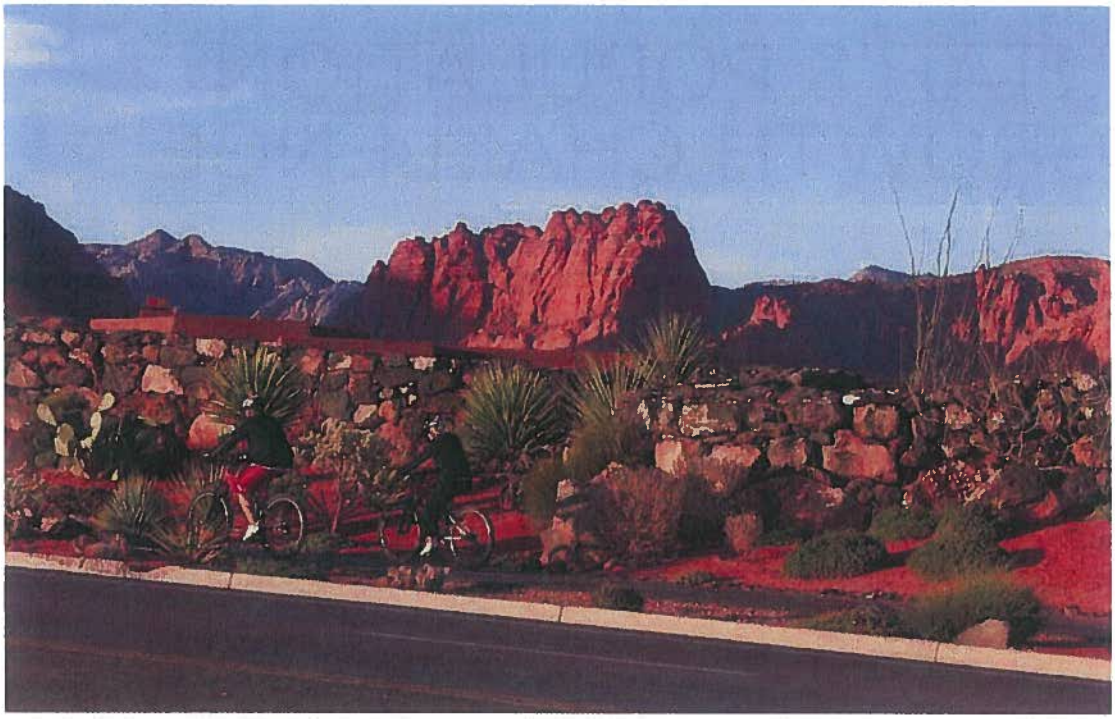
## GROWTH PRINCIPLES

1. Provide public infrastructure that is efficient and adequately maintained
2. Provide regional mobility through a variety of interconnected transportation choices
3. Integrate local land use with regional transportation systems
4. Provide housing for people in all life stages and incomes
5. Ensure public health and safety
6. Enhance the regional economy
7. Promote regional collaboration
8. Strengthen sense of community
9. Protect and enhance the environment

Drawing upon sound market research and public input showing changing demographics and consumer housing preferences, the WC 2040 assumes that a significant portion of the anticipated population growth within the region over the next 30 years will be accommodated by historic or emerging urban, town, and economic activity centers. These centers, tied together with efficient transportation networks, would provide more housing options close to transit stations, jobs, retail and commercial opportunities. This change in land use would allow residents to live, work, shop and recreate all within a relatively small geographic area, thus reducing vehicle trip frequency and distance.

Cache Valley also developed overarching goals to guide the implementation of the Cache Valley Vision identified during the Envision Cache Valley process. Inclusion of these goals in the Cache RTP indicates general endorsement of these principles in guiding transportation planning and prioritization.

1. Enhance existing towns and cities and maintain individual community identity by encouraging inward growth and more compact development and buffering community boundaries with agrarian and natural lands
2. Encourage mixed-use neighborhoods and town centers that include a variety of housing options and that allow individuals and families to live close to where they shop, obtain services, go to school, work and play
3. Develop clean and sustainable industry and good-paying jobs close to home
4. Provide a balanced transportation network with improved roadway connections, enhanced public transportation options, and streets that encourage bicyclist and pedestrian mobility
5. Invest in efficient infrastructure systems to serve existing communities and future growth. These systems manage such services as water, sewer, waste disposal, and energy.
6. Protect, preserve and improve air quality, water quality, wildlife habitat, agricultural land and the scenic beauty of Cache Valley
7. Maintain and improve access to recreation by connecting local recreational amenities to a regional network
8. Expand local recreation systems, providing small parks located near where people live and linked by trails for walking and biking
9. Encourage close coordination among local governments, school districts, universities, businesses, and places of worship to address growth issues and implement the Cache Valley Vision



Through Vision Dixie, over 3,000 Washington County residents created a framework in which future development and transportation can work together to create communities and a region that preserves southern Utah's quality of life. The Vision looks forward to an affordable, sustainable, and livable future. Public preferences are summarized in a series of Vision Dixie principles and in a Vision scenario – a picture that illustrates one way growth might occur if there are cooperative efforts to adopt the principles that were identified through the process. The Vision Dixie principles provide a framework for voluntary implementation. Local officials have committed to work with residents to determine how these principles fit with local plans for the future. The principles related to transportation were:

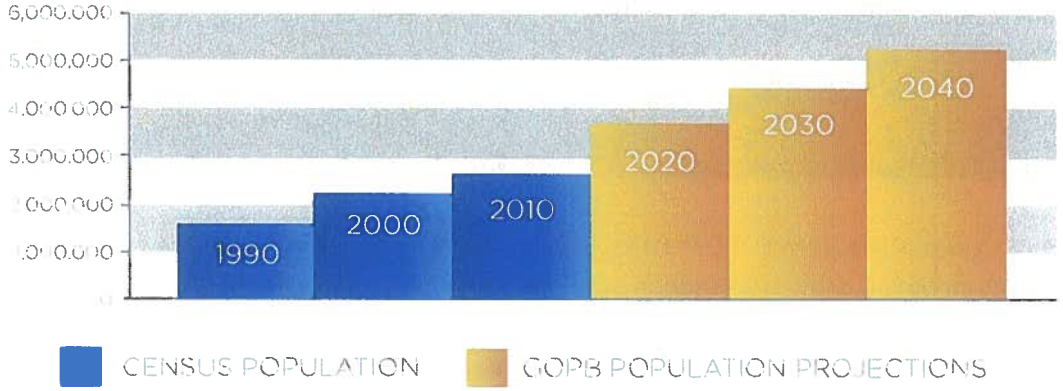
1. Build balanced transportation that includes a system of public transportation, connected roads and meaningful opportunities to bike and walk
2. Get centered by focusing growth on walk-able, mixed-use centers
3. Direct growth inward
4. Provide a broad range of housing types to meet the needs of all income levels, family types, and stages of life

VISION DIXIE
Making a Better Washington County

# > UTAH'S POPULATION GROWTH CHALLENGE

The 2010 Census put Utah's population at 2,763,885. This represents a population increase of nearly 24 percent from 2000, ranking Utah third among states in the rate of population growth. Utah's growth rate was more than twice as fast as the U.S. (9.7 percent) during this ten-year period.

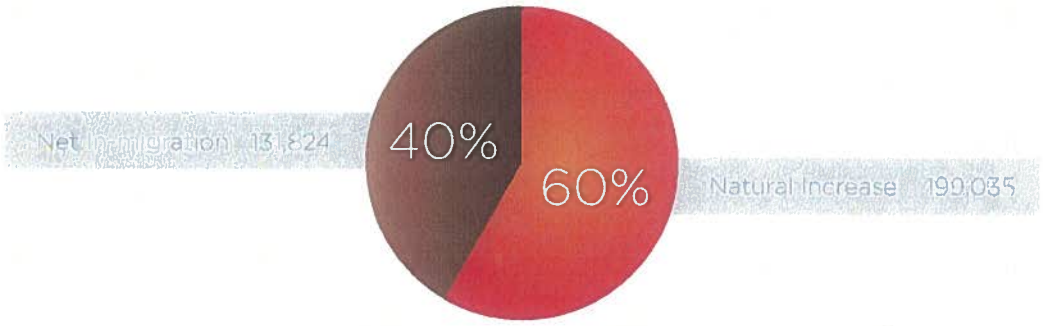
## UTAH'S POPULATION GROWTH



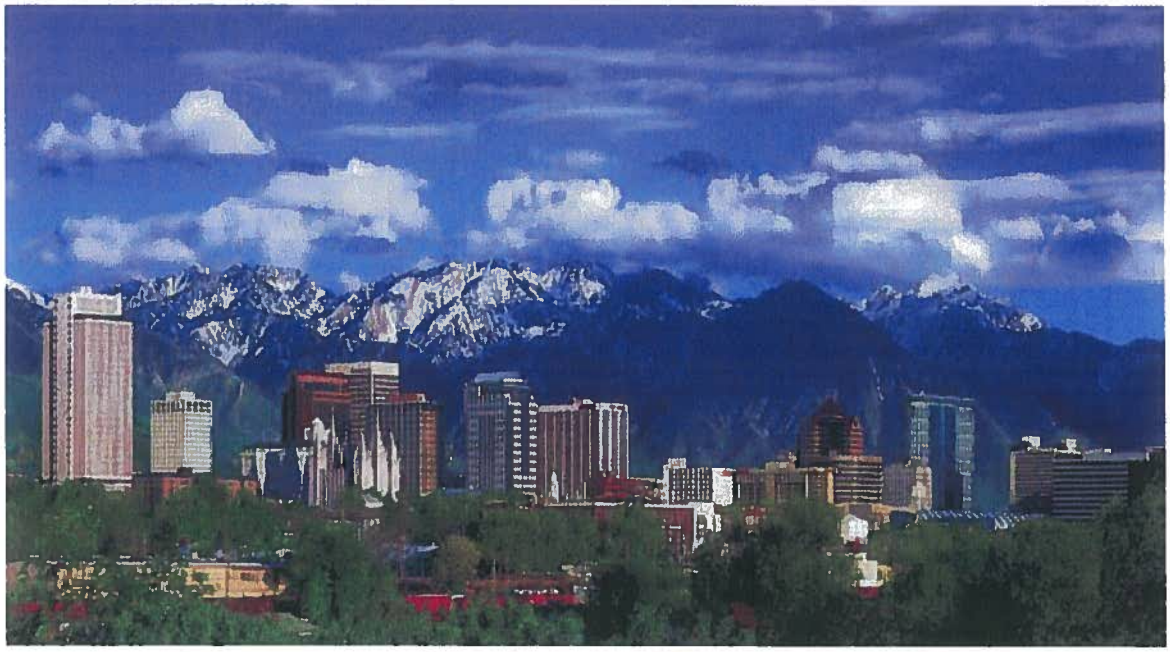

Sources: Governor's Office of Planning and Budget (GOPB) 2008 Baseline Projections and the U.S. Census Bureau 1990, 2000, 2010

Utah's population growth is not due to natural increase (number of births – number of deaths) alone. Net in-migration contributes to Utah's population growth too, due to its quality of life and strong economy. From 2005 to 2009, 40 percent of Utah's population growth was due to net in-migration and 60 percent was due to natural increase.

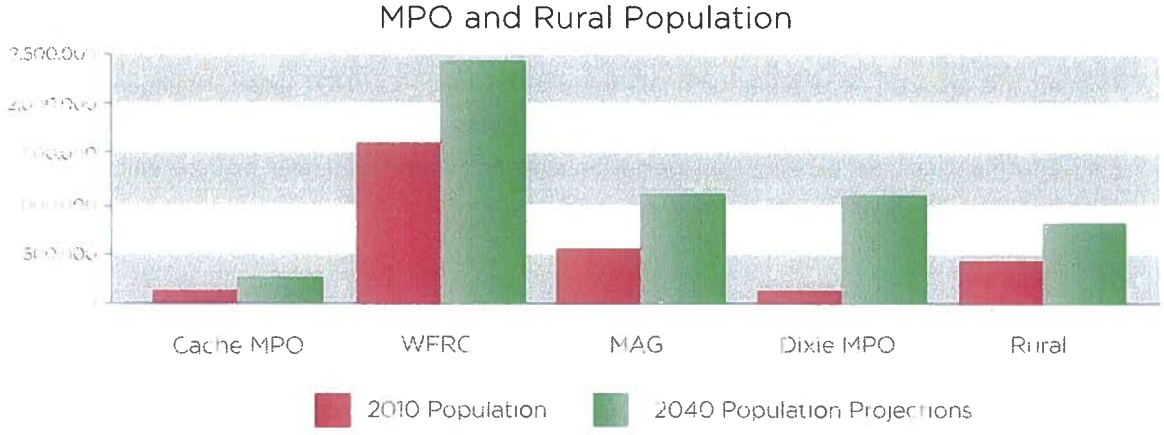
## 2005-2009 UTAH'S POPULATION GROWTH




Source: Governor's Office of Planning and Budget, Utah Population Estimates Committee



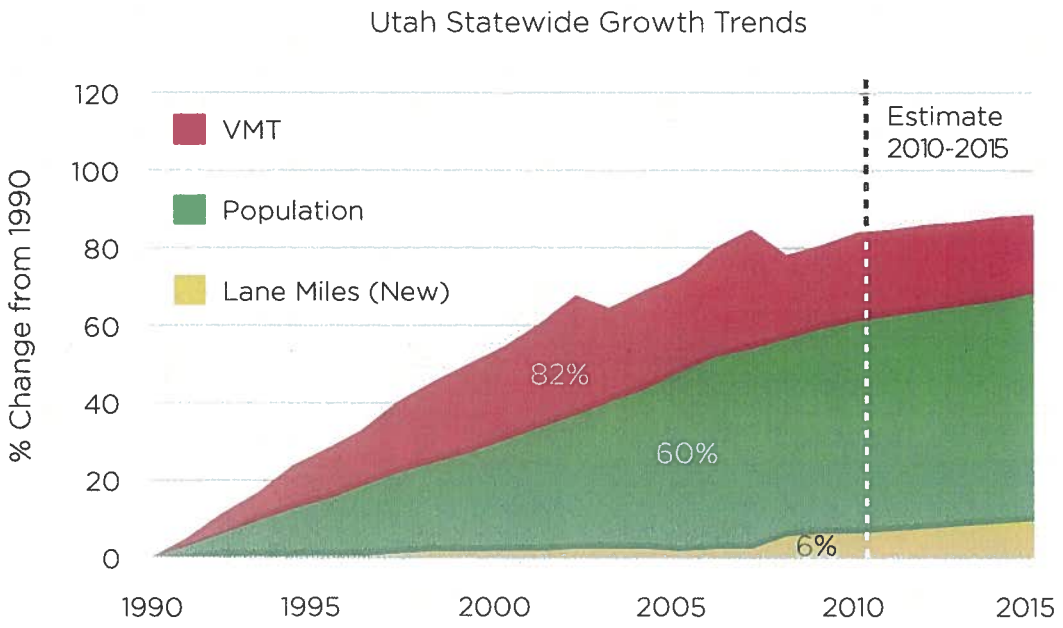
Because nearly 85 percent of Utah's population resides within MPO boundaries, much of the state's growth is concentrated in urban areas.




Source: Governor's Office of Planning and Budget, 2008 Baseline Projections and Cities and Counties of Utah

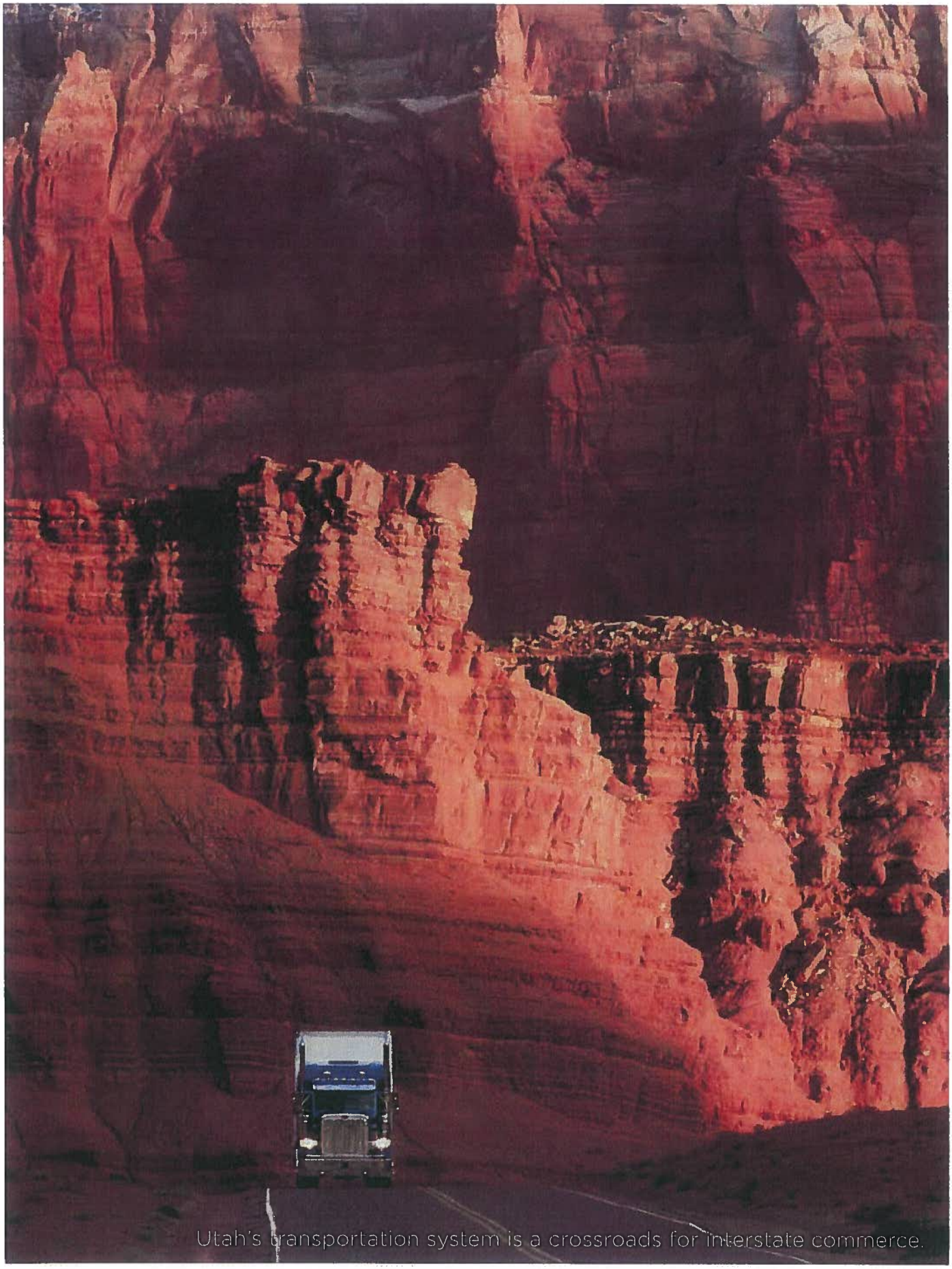
There are also a number of counties outside the MPO boundaries experiencing high population growth. Transportation issues can be very different in rural areas than in metropolitan areas. In metropolitan areas (dense populations of more than 50,000), the responsibility for planning lies with the designated metropolitan planning organizations; in small communities and rural areas, no one official body is so designated. Wasatch, Tooele, Iron and eastern Washington Counties have implemented rural planning organizations (RPOs) to assist in the identification of and planning for transportation needs in coordination with UDOT.

## Utah's Population Growth Challenge




Source: Governor's Office of Planning and Budget, UDOT Traffic Statistics, and HPMS Data

Between 1990 and 2010, Utah experienced a 78 percent increase in travel, measured by vehicle miles traveled (VMT). During the same time, Utah's population increased 61 percent. However, in that same 20-year period, total lane miles in Utah only increased by six percent. To meet this growing demand, additional measures such as HOV/HOT lanes, intelligent transportation systems and travel demand management strategies are needed to improve the performance of our existing transportation system. Multimodal travel options will be an important part of meeting future travel demand.



Utah's transportation system is a crossroads for interstate commerce.

# > PROJECT PLANNING & FUNDING PROCESS

UDOT, in consultation with the Federal Highway Administration (FHWA) and in cooperation with the local MPOs, is the agency responsible for identifying, planning, designing and constructing federal and state roads in Utah. Additionally, cities and counties are responsible for the local streets and roads that serve neighborhoods and connect to collector and arterial streets. Maintaining, preserving and improving these facilities is an important part of providing multimodal transportation options and quality of life in the region. Before federal dollars can be used to construct a project, the project must be consistent with the transportation plan for that area—UDOT's plan in the rural areas or an MPO plan in the urban areas.

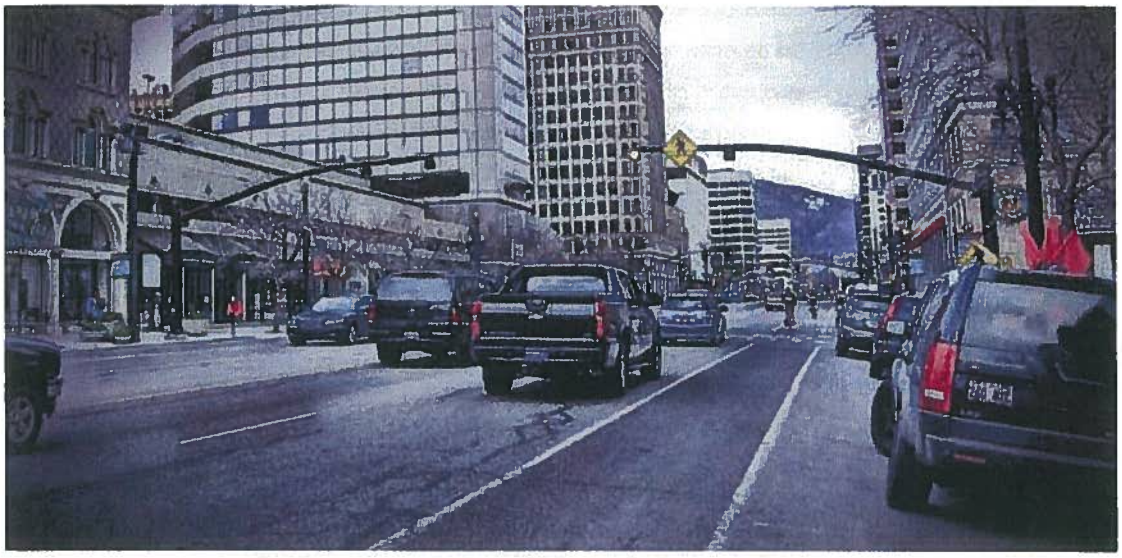
Each MPO is required by federal statute to develop a transportation improvement program (TIP). These MPO TIPs include highway, local road and transit projects that must be in the MPO's transportation plans, cover a period of four years, are updated at least every four years and conform to the state implementation plan (SIP) for air quality.

UDOT is also required by federal statute to develop a statewide transportation improvement program (STIP) that incorporates the MPO TIPs and projects in the rural or non-urban areas of the state. This program must also cover a period of four years and be updated at least every four years. This multi-year, statewide program must contain projects that are consistent with and defined in the statewide long-range transportation plan and/or the MPOs' transportation plans.

The transportation improvement program must also be in conformance with the SIP developed by the Utah Department of Environmental Quality (DEQ) under the Clean Air Act for any project in an area designated as non-attainment for ozone, particulate matter or carbon monoxide. When a project is placed on the STIP, the process begins by establishing funding sources, completing environmental review processes, designing the project, securing right-of-way and other permits, and initiating construction.

Once a project is constructed, ongoing maintenance and preservation activities will help preserve this new transportation asset in the most cost-effective manner.

## HOW A PROJECT IS DEVELOPED



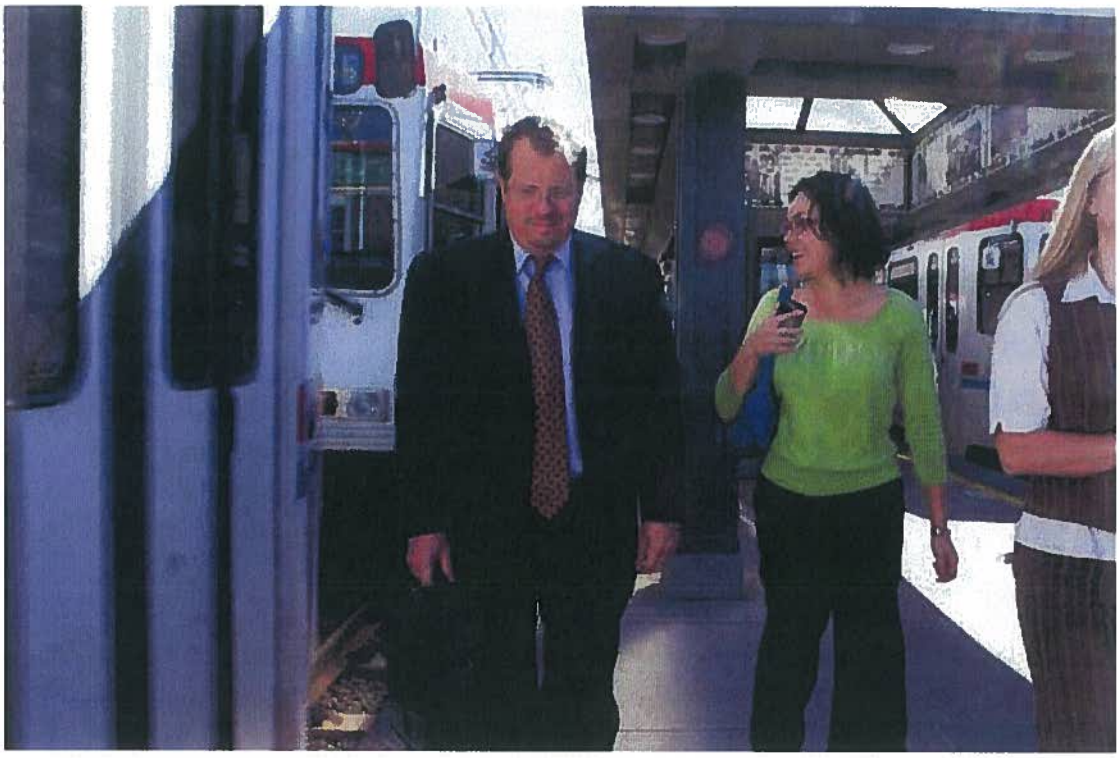
# UTAH'S TRANSPORTATION NEEDS AND PREFERENCES

Utah and its many communities are constantly growing and changing, as are their transportation opportunities and challenges. Tomorrow's well-planned and designed transportation system must be flexible enough to adapt to the ever-changing needs of our communities. In order to meet current and future travel demand in Utah and maintain overall mobility, we must provide a multimodal system of transportation that may reduce the growth of vehicle miles traveled per person. Currently, single-occupant vehicles make up the largest single mode. To be successful into 2040, the Utah transportation system will need to enhance individual mobility, provide multimodal choices, and limit the growth in travel demand. The state and MPO transportation plans are important to mobility because they address multimodal transportation systems. The plans recognize that the mobility expectations of Utah residents will continue to change and may include increased interest in new mode choices. For Utah, a multimodal transportation system would include:

- Expanded road system
- Expanded bus system
- Expanded light rail system
- Commuter rail, intercity rail, and interstate passenger rail
- Bus rapid transit
- Bicycle and pedestrian networks
- Carpool travel
- Passenger and freight intermodal connections

The state highway system's primary purpose is to provide enhanced regional and statewide mobility. These highways also provide right-of-way to allow travel by transit, carpool, bicycle and on foot. Local roads, streets and transit service also provide access to property, goods, and services. While most of the traffic congestion is found in urban areas of Utah, rural areas have roadway needs such as access, mobility, safety and economic development. As such, UDOT's priority is to maintain the existing highway system and reduce areas of congestion. Similar priorities exist for MPOs as they plan the transportation network for the urban areas.

Transit can provide alternative transportation for those who may not be able to drive such as younger persons, senior citizens, persons with disabilities and those who do not have access to a car or who choose to use transit for other reasons. In addition, transit can help relieve congestion in major corridors during peak period travel. There are five separate public transit systems that provide transit service around the state: Cache Valley Transit District, Park City Transit, SunTran in the St. George region and the Utah Transit Authority (UTA) serving the Wasatch Front. UTA is the largest transit agency in the state serving Salt Lake, Davis, Weber, Utah and parts of Box Elder, Tooele and Summit Counties. These transit systems provide service through bus, light rail, commuter rail, van pools and paratransit services within their respective service areas.



# TRANSPORTATION PLANNING PROCESS

Key elements of UDOT's and the MPOs' transportation planning process are providing for public involvement in the development and review of proposed plans and for considering the need to maintain and preserve the existing systems while also considering the need for future system expansion. These elements are discussed below.

## PUBLIC PARTICIPATION

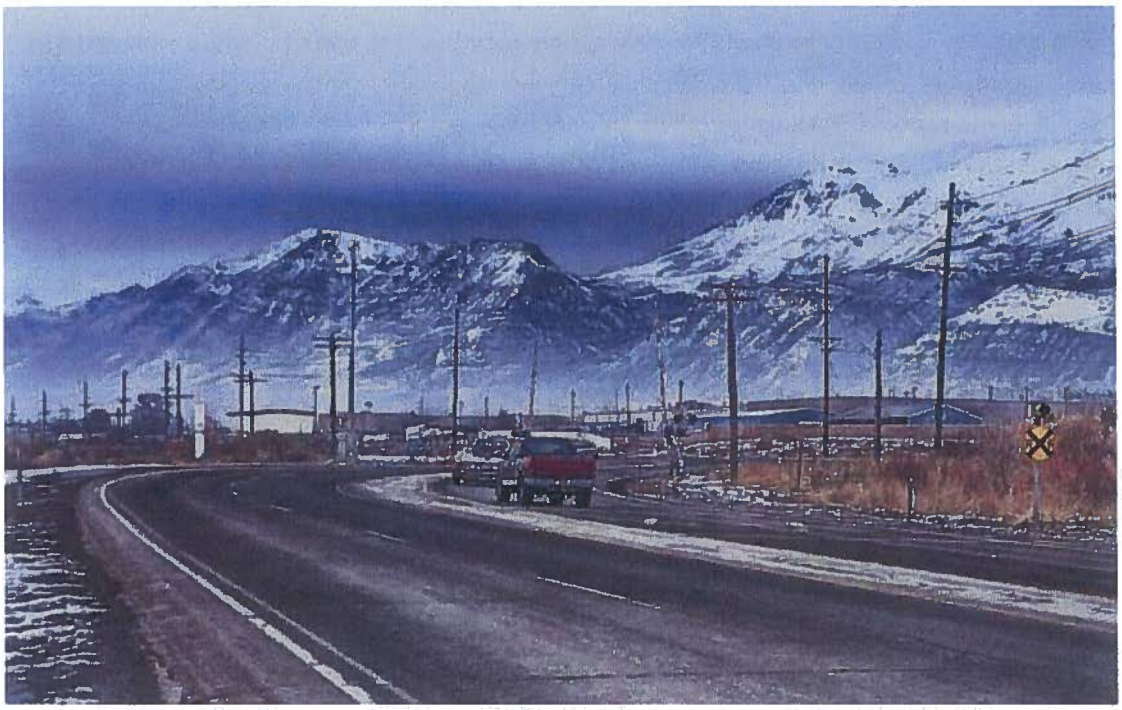
UDOT, the MPOs, and the transit agencies conduct extensive public participation efforts with residents, special interest groups, transportation disadvantaged groups, freight shippers, environmental groups, resource management agencies, minority groups and other interested parties prior to, during, and after the development of the transportation plans. The goals for the public participation efforts are to:

- Engage in community dialogue that leads to identifying long-term mobility needs, issues, concerns, and opportunities for regional and statewide transportation users
- Communicate at key decision points and at appropriate levels with people most affected by regional and statewide transportation solutions
- Develop a process that will ultimately lead to informing all Utah communities about future regional and statewide transportation systems

To accomplish these goals, UDOT, the MPOs, and transit agencies conduct and provide a myriad of public involvement and public education activities. The use of uPlan, a web-based mapping tool, has greatly improved the ability to engage public comment and participation in the planning process. These community outreach efforts provide an opportunity for residents to comment on transportation and growth data and supply transportation planning agencies with community information about regional growth principles, future transportation visions, congested areas, road connectivity, and corridor preservation for the state highway and transit system. This meaningful and extensive public participation process enhances all the plans and proposals and is directly reflected in the final decisions for future projects. Public involvement remains an ongoing focus of UDOT's and each MPO and does not end with the completion of any specific transportation plan.

## DEFINING TRANSPORTATION NEEDS

Long Range Plan and Regional Transportation Plan project lists address surface transportation "needs" by providing a list of "projects" that will allow the agency to meet travel demand in future years. While defining need consistently across agencies is difficult because it is determined somewhat differently in each plan, there is a standard practice for identifying need and the plans generally are based on quantifiable deficiencies or perception of inadequate service. Most of the plans have detailed project lists for new road and transit capacity needs.



Needs for operations, maintenance, and preservation are based on more general programs or historic estimates and may vary from agency to agency. The following are definitions of need based on the categories shown in the subsequent financial assumption table. While the details of what is or is not included in each category across the MPOs and UDOT may differ slightly, these definitions offer a general understanding of how elements such as capital, maintenance, operations, expanding fleet, etc. are included in the financial summary.

## New Highway and Local Road Capacity Needs

New capacity needs are those anticipated deficiencies between 2011 and 2040 that are necessary to maintain level of service (LOS) standards identified by the American Association of State Highway Transportation Officials (AASHTO). LOS standards for urban areas are typically "D" or better while LOS standards for rural areas are typically "C" or better. Utah's MPOs follow the AASHTO guidelines but also apply local judgment where necessary. Local roads as well as regionally significant roads are included in here, although to a great extent, new capacity at the local level is funded using other tools available to local governments. Most cities and counties in Utah anticipate population increases over the next few decades. Recent history has shown vehicle miles traveled (VMT) increasing at a faster rate than population has grown. Future population, jobs, and land use are modeled on the existing transportation network to determine deficiencies or where the transportation network cannot meet travel demand at an acceptable level of service. Projects that allow level of service standards to be met or exceeded are identified as new capacity "needs."

## New Transit Capital Needs

For urbanized areas, transit capital needs include new infrastructure that will increase mode choice. This new infrastructure is important in connecting jobs and activity centers with residential areas. The regional travel demand model quantifies transit demand and helps to identify feasible transit service options. In addition, based on MPO public outreach efforts, consumers have expressed a desire for transportation choices. Transit capital needs also include such investments as new maintenance facilities and new fleet vehicles such as light rail cars, commuter rail cars, and buses.

In rural areas, transit needs reflect those of the general public as well as the disadvantaged populations including the low income, elderly, and disabled. These groups are typically more transit dependent and rely on public transportation service to access schools, healthcare, shopping and other necessary tasks. Transit capital needs in rural areas include infrastructure to provide mode choice, new equipment, transit vehicles and funding for feasibility studies for fixed route service.

## Highway and Local Road Operations, Maintenance, and Preservation Needs

Needs in this category are those related to keeping the existing transportation network in good condition and operating and maintaining it so that it functions as efficiently and safely as possible. It includes not only regionally significant roads but the maintenance and preservation of local infrastructure as well. Pavement preservation, maintenance activities and all operational needs are included in this category and were reviewed in coordination with the Utah League of Cities and Towns. Preservation activities include minor treatments intended to extend the life of both pavement and bridges, and also periodic rehabilitation activities, up to and including reconstruction. Maintenance activities include a range of smaller improvements from landscaping and snow plowing to pothole repair. Operational activities include safety programs, intelligent transportation systems, and related services. The level of these operational services varies greatly by jurisdiction (state and local) and preservation costs can also vary based on the existing level of disrepair.

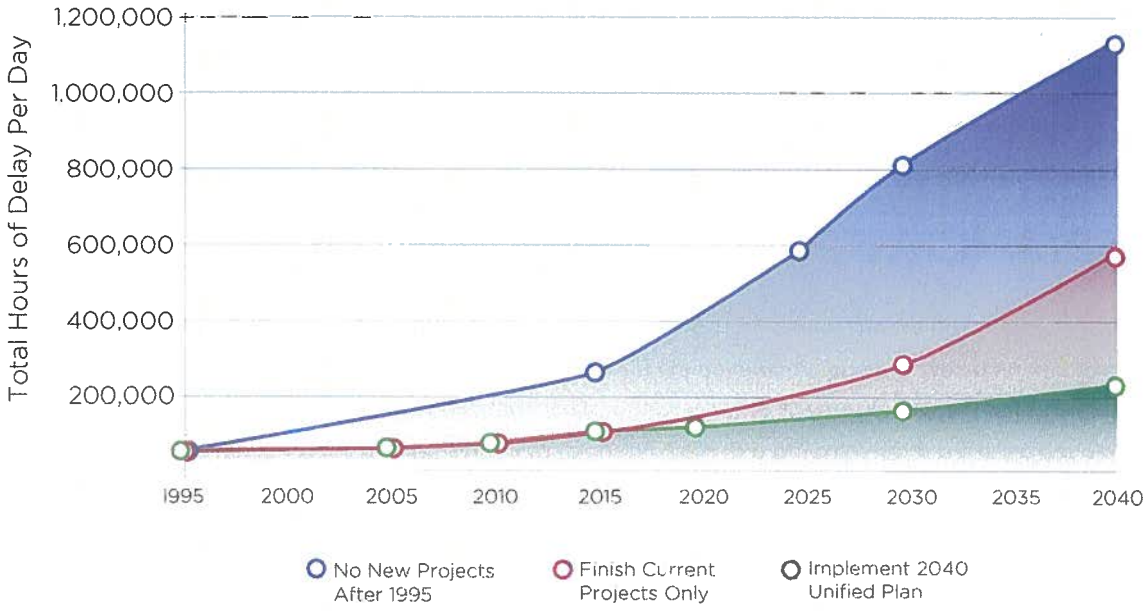
## Transit Operations, Maintenance and Preservation Needs

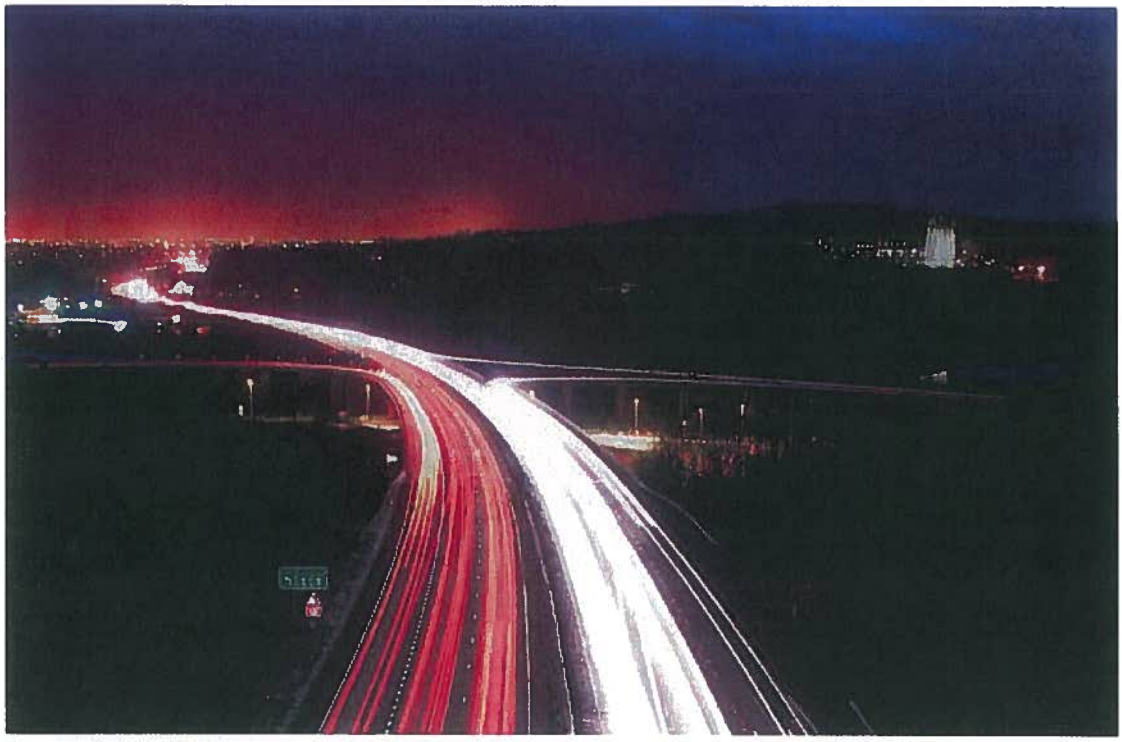
Transit operations, maintenance and preservation include all the work necessary to keep the transit system functioning in a state of good repair including drivers and operators as well as vehicle maintenance. This category includes a range of vehicle replacement, capacity/service expansion to reach new growth areas, bond payments and interest costs, and other transit costs not associated with new capital expansion.

## PAST TRANSPORTATION INVESTMENTS

Historically, Utah has done an exceptional job of accommodating travel demand and minimizing delay in the urbanized areas. Past investments in transportation have significantly reduced congestion such that without previous transportation investments, current vehicle hours of delay would have been more than two times higher than they are today. Transportation investments offer a strong return on investment in terms of user benefit. If no new capacity investments are made, the vehicle hours of delay in 2040 will be about 2.5 times higher than with the projects in the Unified Transportation Plan.

IMPACT OF TRANSPORTATION CAPACITY PROJECTS ON DELAY ALONG THE WASATCH FRONT, WEBER, DAVIS, SALT LAKE AND UTAH COUNTIES





# FINANCIAL PLAN AND ASSUMPTIONS

No one can predict with certainty how much money will be available for transportation over the next few decades; however, MPO plans make reasonable financial assumptions allowing for the development of long-range plans that are realistic. This section describes the cooperation in developing a unified financial plan and related assumptions as well as the distribution of revenue between UDOT and the four MPOs. In practice, capacity projects identified in the long-range transportation plans are brought forward and incorporated into the MPO's transportation improvement program (TIP). The TIPs are then included in the statewide transportation improvement program (STIP). This may result in allocations that vary from the Unified Plan revenue distribution assumptions.

Revenues dedicated to transportation projects are generally categorized by federal, state, and local funds. These funds come from federal and state fuel tax, state vehicle registration and permit fees, state general funds, sales tax, and other sources. Local taxes provide funds that can also be used as directed by local government officials for road improvements. Local sales taxes also provide funding for public transit agencies.

By assuming increases in the current funding streams to account for inflation and growth along with new sources of revenue, UDOT and the MPOs projected transportation funding through 2040.

## MAJOR REVENUE ASSUMPTIONS

Future revenue increases are needed if we are to maintain, preserve, and expand our state and local road and transit systems. It is important to note that the Unified Transportation Plan cannot be implemented with only the future revenue stream from existing funding sources. The legislature, local communities, and the public will decide how to raise this revenue. The following specific strategies were assumed but will likely vary at the discretion of Utah's state and local elected officials:

- Increase statewide fuel tax or equivalent
  > 5 cents every 10 years starting by 2014 (30 percent to B&C Funds)
- Increase statewide vehicle registration fee
  > $10 every 10 years starting by 2018 (30 percent to B&C Funds)
- Add local-option taxes (varies by MPO and county)
  > Additional local option fuel tax
  > Additional local option sales tax
  > Additional vehicle registration fees

The following table displays the estimated cost of the transportation system as the net present value (2010-2011 dollars) of the cumulative cost from 2011 to 2040. Approximately $70.1 billion is needed to build, operate and maintain the transportation system to safely and efficiently get Utah residents to work, school, shopping and other destinations. The estimated $28 billion of new road capacity projects and the $8.7 billion of new transit capacity projects are listed at the end of this Unified Plan. Funding needs for new capacity projects on local government roads were based on estimates from the Utah League of Cities and Towns; because those projects are generally not "regionally significant" improvements, they are not individually listed in this Unified Plan.



Maintaining, operating and preserving both the existing transportation system plus the new capacity that is being planned also represents a significant challenge including needs for approximately $21 billion for road operations, maintenance, and preservation and $12.4 billion for transit operations, maintenance and preservation. Despite an anticipated cost of $70.1 billion over the next 30 years, projected revenue from today's revenue sources will only total $43.4 billion. The gap between transportation needs ($70.1 billion) and revenues ($43.4 billion) is $26.7 billion over the next 30 years.

The financial assumptions highlighted on this page represent a plan for closing the gap between transportation needs and transportation revenues. In addition to the $43.4 billion of revenue from existing revenue sources, the Unified Plan represents common assumptions

## UTAH'S STATEWIDE TRANSPORTATION NEEDS AND REVENUES

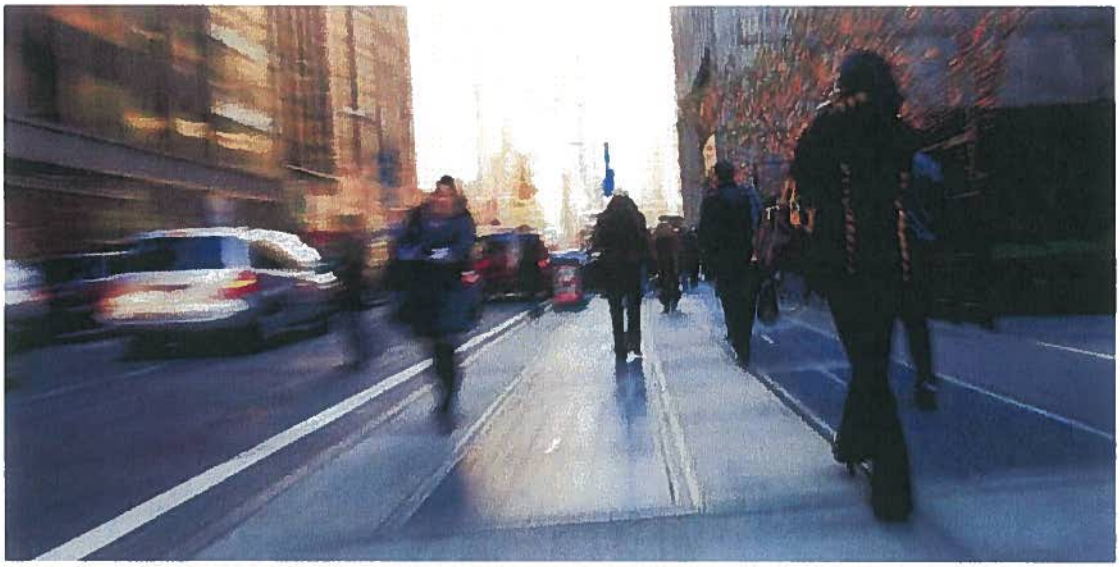
| Transportation Need | Estimated Cost |
|---|---|
| Highway Capacity Needs | $28.0 Billion |
| Transit Capacity Needs | $8.7 Billion |
| Highway Maintenance, Operations, Preservation | $21.0 Billion |
| Transit Maintenance, Operations, Preservation | $12.4 Billion |
| Total Transportation Needs | $70.1 Billion |

| Transportation Revenue | |
|---|---|
| Current Funding Sources | $43.4 Billion |
| Projected New Revenue (e.g. user fees, fuel, vehicle registration, local-option sources) | $11.3 Billion |
| Unified Plan Total Revenue | $54.7 Billion |

for new transportation revenue sources that may be enacted in the future. These revenue assumptions may vary based on actual decisions of our elected leaders but represent new transportation revenue totaling $11.3 billion over the next 30 years. A comprehensive transportation solution is vitally important to the State of Utah and even with the implementation of new revenue sources worth $11.3 billion, Utah will still need an additional $15.4 billion over the next 30 years to fully close the gap between needs and existing and planned revenue.

## CONTINUOUS, COOPERATIVE, AND COMPREHENSIVE PLANNING

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal legislation requires state DOTs and MPOs to create and update their long-range transportation plans. The legislation does not require the plans to be updated at the same time nor that they use the same planning and financial assumptions. However, UDOT and the MPOs in Utah have worked together to produce a statewide, prioritized project list. Because of the cooperation between UDOT and the MPOs, all the transportation plans are not only being updated at the same time, but also contain coordinated growth assumptions, financial assumptions and other data to facilitate a statewide understanding of the plans.



The MPOs work closely with towns, cities, counties, transit providers and UDOT to recommend regionally significant improvements as part of their long-range transportation plans. The local governments adopt general plans that contain a transportation and circulation element for local transportation systems. These general plans are often updated and/or amended to reflect new policy. Each update incorporates major public participation from local residents and other interest groups. UDOT and the MPOs are committed to seeing that the local, regional, and state concerns are considered as these plans are updated. The UDOT and MPO long-range plans were all adopted in 2011. The next projected updates to the transportation plans are scheduled for 2015.

## PLANNING COORDINATION TOOLS AND RESOURCES

uPlan is a geographic information system (GIS) tool which provides individuals access to information for transportation discussions. uPlan also facilitates synchronized planning efforts with other state agencies, federal agencies, MPOs, local governments, utility companies and amongst UDOT's many divisions. uPlan can be used to view maps of UDOT and MPO projects and additional contextual information in a project's area. The project lists from this Unified Transportation Plan with additional information for each planned project are just one example of the kinds of information that can more easily be shared between agencies and accessed by decision-makers and other interested parties.

uPLAN | *UtahPlanning.org*

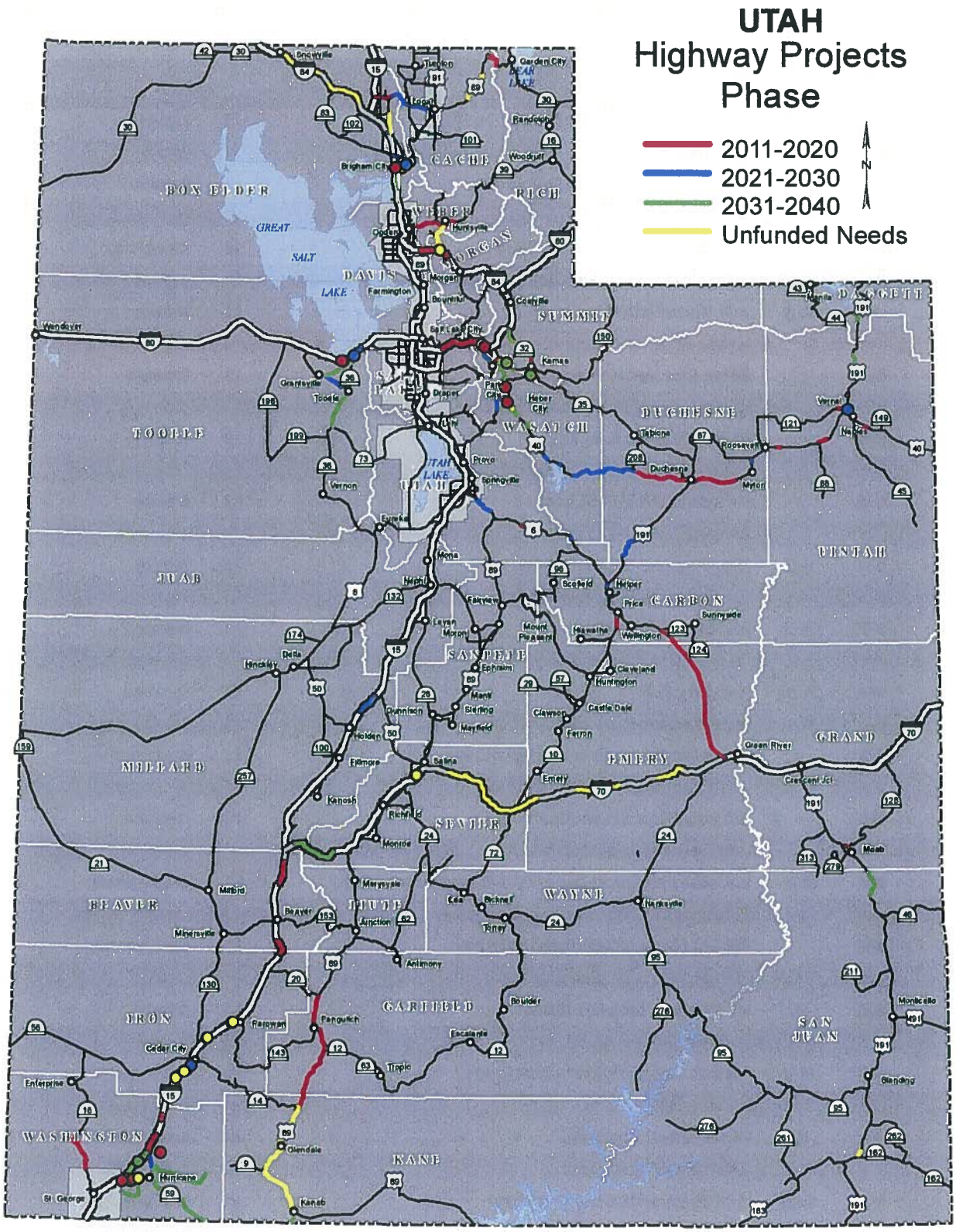
# > HIGHWAY PROJECTS BY REGION

## REGIONALLY IMPORTANT TRANSPORTATION PROJECTS

Having made reasonable assumptions about future revenue, transportation decision-makers are able to define, prioritize and coordinate projects to meet transportation needs. Regionally important mobility projects include projects to construct new or upgrade existing roads including new highways, principal arterial streets, or other facilities as designated by each MPO. Regionally important projects also include fixed guideway and other major transit capacity improvements. These projects carry large volumes of traffic and transit riders while connecting communities.

This Unified Plan contains a list of capacity-improving projects for state-owned rural roads and regionally important mobility projects for the MPO plans. Examples of capacity and mobility improvements include new roads, additional travel lanes, passing lanes and other operations improvements, interchanges, bike and pedestrian facilities, and rail and bus transit capital projects.

The following pages include priority project lists and maps that represent UDOT and the MPO's Phase One (2011-2020), Two (2021-2030), Three (2031-2040) and Unfunded regionally important projects. Please refer to individual transportation plans for more detail on road and transit plans. In addition, bike/pedestrian plans and other priority project needs can be found in the individual transportation plans.




Note: For further detailed information please refer to the UDOT Long Range Transportation Plan 2011-2040, which can be found at www.udot.utah.gov

# HIGHWAY PHASE ONE 2011-2020 CONTINUED

| County | Jurisdiction | Route | Project Name and Location | Length | Improvement Type | Est. Cost[1] in Millions |
|---|---|---|---|---|---|---|
| Beaver | UDOT | I-15 | I-15, NB/SB from 2 lanes to 3 lanes from MP 121.7 to MP 129 | 7.3 | Passing Lanes | $29 |
| Box Elder | UDOT | I-15 | I-15, Interchange at MP 362, US-91 (1100 South), Brigham City STIP CD | NA | Upgrade | $45 |
| Box Elder | UDOT | SR-30 | *SR-30, MP 90.7 to MP 95.1, I-15 to SR-38, Collinston | 4.4 | Widening | $15 |
| Box Elder/Cache | UDOT | SR-30 | SR-30, MP 95 to MP 108 | NA | Planning Study | $1 |
| Cache | UDOT | US-89 | US-89, EB/WB from MP 487 to MP 492, STIP CD | 5.0 | Passing Lanes | $9 |
| Cache | CMPO | SR-252 | 10th West, US 89/91 to 2500 North and portion of 2500 North, Logan | 6.8 | Widening | $56 |
| Cache | CMPO | SR-30 | SR-30, 1400 West to Main Street, Logan | 2.6 | Widening | $42 |
| Cache | CMPO | | 200 East, 300 South to Center Street, Logan | 0.4 | Widening | $12 |
| Cache | CMPO | | 200 East, Center Street to 1400 North, Logan | 1.8 | Operational | $9 |
| Cache | CMPO | | 600 West (South), US-89/91 to 400 North, Logan | 2.5 | Widening | $17 |
| Cache | CMPO | | 100 West, 600 South to SR-165, Logan | 1.0 | Widening | $8 |
| Cache | CMPO | | 200 East, 2200 North to 2500 North, North Logan | 0.4 | Widening | $3 |
| Cache | CMPO | | 1700 South, US-89/91 to SR-165, Logan | 0.9 | Widening | $5 |
| Cache | CMPO | | 3200 South, US-89/91 to 1600 West, Nibley | 0.6 | Widening | $2 |
| Carbon | UDOT | SR-10 | SR-10, MP 64.3 to MP 67.9, from Ridge Road to US-6 | 3.6 | Widening | $22 |
| Carbon/Emery | UDOT | US-6 | US-6, EB/WB from 1 lane to 2 lanes from MP 256 to MP 300.4 (I-70) | 44.4 | Passing Lanes | $10 |
| Davis | WFRC | SR-37 | 1800 North, 2000 West to SR-126 | 2.0 | Widening | $22 |
| Davis | WFRC | SR-193 | SR-193, Extension, 2000 West to State Street | 2.9 | New Construction | $75 |
| Davis | WFRC | SR-193 | SR-193, I-15 to US-89 | 5.0 | Operational | $15 |
| Davis | WFRC | SR-127 | Syracuse Road, West Davis Corridor to 2000 West | 1.0 | Widening | $12 |
| Davis | WFRC | | Antelope Drive, Oak Forest Drive (2500 East) to US-89 | 0.3 | New Construction | $4 |
| Davis | WFRC | | Layton Parkway, West Davis Corridor to Flint Street | 2.6 | New Construction | $37 |
| Davis | WFRC | | 2600 South/1100 North, Redwood Road to I-15 | 1.4 | Operational | $4 |
| Davis | WFRC | | Center Street, Redwood Road to US-89 | 1.1 | Operational | $3 |
| Davis | WFRC | SR-67 | West Davis Corridor, Syracuse Road to I-15/US-89/Legacy Parkway | 11.8 | New Construction | $434 |
| Davis | WFRC | SR-67 | West Davis Corridor, Weber County Line to Syracuse Road | 4.8 | Corridor Preservation | $30 |
| Davis | WFRC | | 3000 West, 6000 South (Weber County) to 2300 North | 0.5 | New Construction | $4 |
| Davis | WFRC | SR-108 | 2000 West, Weber County Line to Syracuse Road | 4.4 | Widening | $118 |
| Davis | WFRC | I-15 | I-15, Weber County Line to Hill Field Road | 6.3 | Widening | $84 |
| Davis | WFRC | I-15 | I-15, US-89 (Farmington) to I-215 | 10.6 | Widening | $122 |
| Davis | WFRC | SR-37 | 1800 North, Overpass at 500 West Railroad Crossing | NA | New Construction | $24 |
| Davis | WFRC | I-15 | I-15, Interchange at 1800 North | NA | New Construction | $73 |
| Davis | WFRC | I-15 | I-15, Interchange at Shepard Lane | NA | New Construction | $73 |
| Davis | WFRC | US-89 | US-89, Interchange at Antelope Drive | NA | New Construction | $73 |
| Davis | WFRC | US-89 | US-89, Interchange at 400 North (Fruit Heights) | NA | New Construction | $73 |
| Duchesne | UDOT | US-40 | US-40, MP 70.1 to MP 100, Duchesne Urban Area STIP CD | 29.9 | Passing Lanes | $18 |
| Garfield | UDOT | US-89 | US-89, NB/SB from 1 lane to 2 lanes at various locations from MP 104 (SR-14) to MP 141 (SR-20) | 37.0 | Passing Lanes | $12 |
| Grand | UDOT | US-191 | US-191, MP 126.3 to MP 128.4 from Moab (existing 4-lanes) to Colorado River Bridge | 2.1 | Widening | $12 |

# HIGHWAY PHASE ONE 2011-2020 CONTINUED

| County | Jurisdiction | Route | Project Name and Location | Length | Improvement Type | Est. Cost[1] in Millions |
|---|---|---|---|---|---|---|
| Iron/Beaver | UDOT | I-15 | I-15, NB from 2 lanes to 3 lanes from MP 100 to MP 105 | 5.0 | Passing Lanes | $15 |
| Salt Lake | WFRC | | Sports Complex Boulevard (2400 North), I-215 East Frontage Road to Redwood Road | 0.5 | New Construction | $5 |
| Salt Lake | WFRC | | 2100 South, I-15 to 1300 East | 2.7 | Operational | $8 |
| Salt Lake | WFRC | SR-171 | 3300 South/3500 South, I-215 (West) to Highland Drive | 2.7 | Operational | $8 |
| Salt Lake | WFRC | SR-171 | 3500 South, Mountain View Corridor to 4000 West | 2.3 | Widening | $105 |
| Salt Lake | WFRC | | 4700 South, 4000 West to 2700 West | 1.5 | Widening | $15 |
| Salt Lake | WFRC | SR-173 | 5400 South, Mountain View Corridor to Bangerter Highway | 2.5 | Widening | $33 |
| Salt Lake | WFRC | SR-173 | 5400 South, 5600 West to Bangerter Highway | 2.3 | Operational | $7 |
| Salt Lake | WFRC | SR-173 | 5400 South, Redwood Road to I-15 | 2.0 | Operational | $6 |
| Salt Lake | WFRC | | 6200 South, SR-111 to Mountain View Corridor | 1.6 | New Construction | $28 |
| Salt Lake | WFRC | | 6200 South, Mountain View Corridor to 5600 West | 0.3 | Widening/New Construction | $5 |
| Salt Lake | WFRC | SR-48 | 7000 South/7200 South, Bingham Junction Boulevard to I-15 | 0.6 | Widening | $56 |
| Salt Lake | WFRC | | Fort Union Boulevard, Union Park Boulevard to 3000 East | 2.8 | Operational | $9 |
| Salt Lake | WFRC | | 7800 South, SR-111 to New Bingham Highway | 3.7 | Widening | $45 |
| Salt Lake | WFRC | | 9000 South, SR-111 to 5600 West | 1.7 | New Construction | $29 |
| Salt Lake | WFRC | | 10200 South, SR-111 to Mountain View Corridor | 2.6 | Widening | $28 |
| Salt Lake | WFRC | | 10400 South/10800 South, Mountain View Corridor to 4800 West | 1.2 | New Construction | $19 |
| Salt Lake | WFRC | SR-151 | 10600 South/10400 South, Bangerter Highway to I-15 | 4.2 | Operational | $13 |
| Salt Lake | WFRC | | 10600 South, 1300 East to Highland Drive | 0.9 | Widening | $8 |
| Salt Lake | WFRC | | 11400 South, 11800 South/5600 West to Vaidania Street (5200 West) | 1.0 | Widening | $11 |
| Salt Lake | WFRC | | Riverton Boulevard, 4570 West to 13400 South | 0.6 | New Construction | $9 |
| Salt Lake | WFRC | | 13400 South, Mountain View Corridor to Bangerter Highway | 1.7 | Widening | $23 |
| Salt Lake | WFRC | | Juniper Crest, 4800 West to Mountain View Corridor | 1.0 | New Construction | $17 |
| Salt Lake | WFRC | | Juniper Crest/14400 South, Mountain View Corridor to 3600 West | 0.9 | New Construction | $10 |
| Salt Lake | WFRC | | Porter Rockwell Road, Redwood Road to 14600 South | 3.0 | New Construction | $112 |
| Salt Lake | WFRC | | 7200 West, SR-201 to 3500 South | 2.5 | Widening | $25 |
| Salt Lake | WFRC | SR-85 | Mountain View Corridor, SR-201 to 4100 South | 3.0 | New Construction | $499 |
| Salt Lake | WFRC | SR-85 | Mountain View Corridor, 4100 South to 5400 South | 2.2 | New Construction | $462 |
| Salt Lake | WFRC | SR-85 | Mountain View Corridor, 5400 South to Redwood Road | 14.4 | New Construction | $530 |
| Salt Lake | WFRC | SR-172 | 5600 West, I-80 to SR-201 | 3.1 | Widening | $39 |
| Salt Lake | WFRC | SR-172 | 5600 West, 2700 South to 6200 South | 5.0 | Operational | $15 |
| Salt Lake | WFRC | | 5600 West, 6200 South to New Bingham Highway | 3.1 | Widening/New Construction | $49 |
| Salt Lake | WFRC | | 5600 West, Old Bingham Highway to 10400 South/10800 South | 1.7 | New Construction | $24 |
| Salt Lake | WFRC | | 5600 West, 11800 South to 13100 South | 2.7 | New Construction | $31 |
| Salt Lake | WFRC | | 5600 West Connection, 5600 West to 11800 South | 0.7 | New Construction | $7 |
| Salt Lake | WFRC | | 4800 West, Skye Drive to Mountain View Corridor | 2.7 | New Construction | $31 |
| Salt Lake | WFRC | | 4570 West, 12600 South to 13400 South | 1.0 | New Construction | $15 |
| Salt Lake | WFRC | | 4200 West/Riverton Boulevard, 13400 South to 14400 South | 1.5 | New Construction | $19 |

# HIGHWAY PHASE ONE 2011-2020 CONTINUED

| County | Jurisdiction | Route | Project Name and Location | Length | Improvement Type | Est. Cost[1] in Millions |
|---|---|---|---|---|---|---|
| Salt Lake | WFRC | | 4150 West, 12600 South to Riverton Boulevard | 0.6 | New Construction | $6 |
| Salt Lake | WFRC | | I-215 Frontage Road, 2700 South to 4100 South | 2.1 | New Construction | $22 |
| Salt Lake | WFRC | SR-68 | Redwood Road, SR-201 to 4700 South | 3.9 | Operational | $12 |
| Salt Lake | WFRC | SR-68 | Redwood Road, 9000 South to 11400 South | 3.0 | Operational | $9 |
| Salt Lake | WFRC | SR-68 | Redwood Road, 12600 South to Bangerter Highway | 1.5 | Widening | $21 |
| Salt Lake | WFRC | | 1200 West, 3100 South to 3300 South | 0.5 | New Construction | $7 |
| Salt Lake | WFRC | | Bingham Junction Boulevard, 7800 South to 8400 South | 2.8 | New Construction | $36 |
| Salt Lake | WFRC | | Galena Park Boulevard, 12300 South to 13490 South | 1.8 | New Construction | $26 |
| Salt Lake | WFRC | | Lone Peak Parkway, 12300 South to Bangerter Highway | 2.0 | New Construction | $30 |
| Salt Lake | WFRC | I-15 | I-15, 12300 South to Bangerter Highway | 1.6 | Widening | $68 |
| Salt Lake | WFRC | I-15 | I-15, Bangerter Highway to Utah County Line | 3.9 | Widening | $49 |
| Salt Lake | WFRC | US-89 | State Street, I-215 to 12300 South | 7.2 | Operational | $22 |
| Salt Lake | WFRC | US-89 | State Street, 6200 South to 9000 South | 3.3 | Widening | $36 |
| Salt Lake | WFRC | | 900 East, 3300 South to 4500 South | 1.7 | Operational | $5 |
| Salt Lake | WFRC | SR-71 | 700 East, 11400 South to 12300 South | 1.2 | Widening | $15 |
| Salt Lake | WFRC | | Union Park Boulevard/1300 East, Fort Union Boulevard to 7800 South | 1.2 | Operational | $4 |
| Salt Lake | WFRC | SR-186 | 500 South/Foothill Drive, 1300 East to 2300 East | 2.4 | Operational | $7 |
| Salt Lake | WFRC | SR-111 | SR-111, Railroad Structure at 4300 South | NA | Widening | $24 |
| Salt Lake | WFRC | SR-172 | 5600 West, Railroad Crossing at 750 South | NA | New Construction | $24 |
| Salt Lake | WFRC | SR-154 | Bangerter Highway, Interchange at 7800 South | NA | New Construction | $73 |
| Salt Lake | WFRC | SR-154 | Bangerter Highway, Interchange at 600 West | NA | New Construction | $73 |
| Salt Lake/Summit | UDOT | I-80 | I-80, EB from 3 lanes to 4 lanes from MP 129.3 to MP 134.5, from mouth of Parleys to Mountain Dell | 5.2 | Passing Lanes | $21 |
| Salt Lake/Summit | UDOT | I-80 | I-80, EB from 3 lanes to 4 lanes from MP 134.5 to MP 139.5, from Mountain Dell to Summit | 5.0 | Passing Lanes | $20 |
| Salt Lake/Summit | UDOT | I-80 | I-80, WB from 3 lanes to 4 lanes from MP 139 to MP 142, from Summit to Jeremy Ranch | 3.0 | Passing Lanes | $12 |
| Summit | UDOT | SR-32 | SR-32, MP 10.4 to MP 16.8, from SR-35 to New Lane | 6.4 | Widening/Bike | $38 |
| Summit | UDOT | I-80 | I-80, Interchange at MP 144.2, Kimball Junction | NA | Upgrade | $25 |
| Summit/Wasatch | UDOT | SR-248 | SR-248, MP 1.2 to MP 3, from Park City to US-40 | 1.8 | Widening | $11 |
| Summit/Wasatch | UDOT | SR-248 | SR-248, MP 3.3 to MP 4.5, from Rail Trail to Wasatch/Summit CL | 1.2 | Widening | $2 |
| Tooele | UDOT | SR-36 | SR-36, MP 62.9 to MP 65.8, from SR-138 to I-80 | 2.9 | Widening | $17 |
| Tooele | UDOT | I-80 | *I-80, Interchange at MP 94.5, Midvalley Highway | NA | New Construction | $10 |
| Uintah | UDOT | SR-121 | SR-121, MP 37.3 to MP 40.3 | 3.0 | Widening | $5 |
| Uintah | UDOT | US-40 | US-40, EB/WB from 1 lane to 2 lanes from MP 130.3 to MP 133.4 | 3.1 | Passing Lanes | $5 |
| Uintah | UDOT | US-40 | US-40, MP 152 to MP 153, Eastern Limit of Naples | 1.0 | Passing Lanes | $4 |
| Uintah | UDOT | US-40 | US-40, EB/WB from MP 117.8 to MP 119.4, Roosevelt and Ballard Urban Areas | 1.6 | Passing Lanes | $10 |
| Utah | UDOT | US-6 | US-6, MP 195 to MP 197 (existing 5-lanes) STIP CD | 2.0 | Widening | $8 |
| Utah | MAG | I-15 | I-15, Main Street, Lehi to Spanish Fork River, Spanish Fork | 24.5 | Reconstruction | $1,594 |
| Utah | MAG | I-15 | I-15, Draper to Main Street, Lehi | 6.1 | Reconstruction | $480 |
| Utah | MAG | I-15 | I-15, Spanish Fork River, Spanish Fork to 800 South, Payson | 6.3 | Reconstruction | $61 |

# HIGHWAY PHASE ONE 2011-2020 CONTINUED

| County | Jurisdiction | Route | Project Name and Location | Length | Improvement Type | Est. Cost[1] in Millions |
|---|---|---|---|---|---|---|
| Utah | MAG | I-15 | I-15, Interchange at Benjamin | NA | Upgrade | $49 |
| Utah | MAG | I-15 | I-15, Interchange at 800 South, Orem | NA | New Construction | $124 |
| Utah | MAG | I-15 | I-15, Interchange at Main Street, Payson | NA | Upgrade | $49 |
| Utah | MAG | I-15 | I-15, Interchange at Main Street, Santaquin | NA | Upgrade | $37 |
| Utah | MAG | SR-85 | 2100 North, Lehi, Redwood Road to I-15 | 2.8 | New Construction | $121 |
| Utah | MAG | SR-92 | Timpanogos Highway, I-15 to Alpine Highway, Highland | 5.6 | Widening | $144 |
| Utah | MAG | SR-114 | Geneva Road, 2000 South to 1600 North, Orem | 4.9 | Widening | $114 |
| Utah | MAG | SR-114 | Geneva Road/Pleasant Grove 100 East, Connection at State Street | 0.2 | New Construction | $6 |
| Utah | MAG | SR-73 | SR-73, Redwood Road, Saratoga Springs to Ranches Parkway, Eagle Mountain | 3.0 | Widening | $9 |
| Utah | MAG | SR-198 | SR-198, Arrowhead Trail Road, Spanish Fork to 1500 South, Payson | 8.1 | Widening | $76 |
| Utah | MAG | | North County Boulevard (4800 West), SR-92, Highland to State Street, American Fork | 4.3 | Widening | $72 |
| Utah | MAG | SR-52 | 800 North, Geneva Road to 400 West, Orem | 1.5 | Widening | $13 |
| Utah | MAG | SR-145 | Pioneer Crossing Extension, Redwood Road to SR-73, Saratoga Springs | 1.6 | New Construction | $17 |
| Utah | MAG | | Pony Express Parkway, Redwood Road, Saratoga Springs to Smith Ranch Road, Eagle Mountain | 2.8 | Widening | $22 |
| Utah | MAG | | 500 West, 300 South to Westside Connector Road, Provo | 1.5 | Widening | $12 |
| Utah | MAG | SR-68 | Redwood Road, 400 North to Stillwater Parkway, Saratoga Springs | 4.1 | Widening | $29 |
| Utah | MAG | US-6 | Main Street, I-15 to 500 West, Santaquin | 1.1 | Widening | $10 |
| Utah | MAG | US-89 | State Street, 1800 North, Orem to Geneva Road, Pleasant Grove | 2.5 | Widening | $6 |
| Utah | MAG | US-89 | State Street, 200 South, Pleasant Grove to 100 East, American Fork | 2.8 | Widening | $27 |
| Utah | MAG | US-89 | State Street, Main Street, American Fork to Main Street, Lehi | 1.2 | Widening | $10 |
| Utah | MAG | SR-265 | University Parkway, State Street, Orem to University Avenue, Provo | 2.0 | Widening | $34 |
| Utah | MAG | | Westside Connector Road, I-15/University Avenue Interchange to Center Street, Provo | 4.1 | New Construction | $29 |
| Utah | MAG | | Elk Ridge Drive, SR-198, Salem to 8000 South, Utah County | 2.5 | New Construction | $10 |
| Utah | MAG | | Lehi 2300 West, SR-92 to Pony Express Parkway | 4.6 | Widening | $78 |
| Utah | MAG | | Meadows Connection Road, 200 South to State Street, American Fork | 1.1 | New Construction | $50 |
| Utah | MAG | | 1600 North, 1200 West to 400 West, Orem | 1.0 | Widening | $6 |
| Utah | MAG | | Center Street, Geneva Road to I-15, Orem | 0.4 | Widening | $3 |
| Utah | MAG | | Pleasant Grove Boulevard, I-15 to State Street, Pleasant Grove | 1.5 | Widening | $11 |
| Utah | MAG | SR-114 | Center Street, I-15 to 3110 West, Provo | 1.3 | Widening | $12 |
| Utah | MAG | | Northwest Connector Road, Westside Connector Road to Geneva Road, Provo | 1.7 | New Construction | $35 |
| Utah | MAG | | Center Street, 900 East to US-6, Spanish Fork | 0.3 | Widening | $2 |
| Utah | MAG | SR-75 | 1400 North, I-15 to Main Street, Springville | 1.7 | Widening | $49 |
| Wasatch | UDOT | US-40 | US-40, MP 13.2, SR-32, Midway STIP CD | NA | Upgrade from Signal | $25 |
| Wasatch | UDOT | US-189 | US-189, MP 28.9, US-40 Heber Hub Intersection STIP CD | NA | Intersection Improvement | $14 |
| Wasatch | UDOT | US-40 | US-40 Heber Western Bypass | NA | Planning Study | $1 |
| Washington | UDOT | SR-18 | *SR-18, MP 9.5 to MP 20.1, Winchester Drive to Veyo | 10.6 | Widening/Safety | $32 |
| Washington | UDOT | SR-9 | *SR-9, MP 0 to 6.5, I-15 to Southern Corridor | 6.5 | Corridor Improvements | $21 |
| Washington | UDOT | SR-9 | *SR-9, Interchange at MP 1.1, Telegraph (6300 West) | NA | New Construction | $10 |

# HIGHWAY PHASE ONE 2011-2020 CONTINUED

| County | Jurisdiction | Route | Project Name and Location | Length | Improvement Type | Est. Cost[1] in Millions |
|---|---|---|---|---|---|---|
| Washington | UDOT | SR-9 | *SR-9, Interchange at MP 4.9, 3700/3400 West | NA | New Construction | $10 |
| Washington | UDOT | I-15 | I-15, NB from 2 lanes to 3 lanes from MP 27.3 to MP 34 | 6.7 | Passing Lanes | $15 |
| Washington | UDOT | I-15 | I-15, NB from 2 lanes to 3 lanes from MP 38 to MP 40 | 2.0 | Passing Lanes | $25 |
| Washington | UDOT | | Eastern Washington County, Various Connector and Bypass Studies | NA | Planning Study | $1 |
| Washington | DMPO | SR-8 | Sunset Boulevard, Improve to 6 lanes, St. George | 1.5 | Widening/Reconstruction | $1 |
| Washington | DMPO | I-15 | I-15, Brigham Road Interchange at MP4, St. George | 0.5 | Reconstruction | $1 |
| Washington | DMPO | | Washington Parkway, MP 13 to SR-18, St. George | NA | Planning Study | $1 |
| Washington | DMPO | | Center Street, Streetscape Improvements, Ivins | 1.3 | New Construction | $1 |
| Washington | DMPO | | 4200 South, 20 East to West Airport Road, Washington | 0.2 | New Construction | $1 |
| Washington | DMPO | | Airport Road, Old Airport to Blackridge Drive, St. George | 0.3 | New Construction | $2 |
| Washington | DMPO | | 1000 East, Red Hills Parkway to Industrial Road, St. George | 0.3 | Widening/Reconstruction | $2 |
| Washington | DMPO | | 1575 North Bridge, Sand Hollow Wash, St. George | 0.2 | New Construction | $2 |
| Washington | DMPO | | 200 East, Old Highway 91 to Center Street, Ivins | 1.5 | Reconstruction | $2 |
| Washington | DMPO | | 400 South Trail/Underpass, DSC 700 East to DSC Health Science Building, St. George | 0.5 | New Construction | $2 |
| Washington | DMPO | | Center Street and Snow Canyon Drive, Intersection Improvements, Ivins | 0.4 | Reconstruction | $3 |
| Washington | DMPO | | 840 South, Washington, 59 North to 300 East, St. George | 0.6 | New Construction | $4 |
| Washington | DMPO | | 1450 South, Improve to 5-lanes, St. George | 0.8 | Widening/Reconstruction | $5 |
| Washington | DMPO | | Washington Dam Road, 1900 East to Southern Parkway Interchange, Washington | 1.6 | New Construction | $6 |
| Washington | DMPO | | Santa Clara Drive, Santa Clara, Swiss Village to 200 East, Ivins | 1.0 | Reconstruction | $7 |
| Washington | DMPO | | Traffic Control Center, ITS, St. George | 1.0 | New Construction | $7 |
| Washington | DMPO | | Buena Vista/Red Hills Parkway, Realign Buena Vista near Green Springs Interchange, Washington | NA | Reconstruction | $8 |
| Washington | DMPO | | River Road, Improve to 5-lanes, Painted Desert to Brigham Road, St. George | 1.3 | Widening/Reconstruction | $9 |
| Washington | DMPO | | Red Hills Parkway and Red Cliffs Drive Connection, St. George | 0.2 | New Construction | $14 |
| Washington | DMPO | | Dixie Drive, New Bridge to Mathis Bridge, St. George | 2.0 | Widening/Reconstruction | $15 |
| Washington | DMPO | | 3000 East, 900 South to 2450 South, St. George | 2.0 | Widening/Reconstruction | $15 |
| Washington | DMPO | | Washington Fields Road, 3650 South to Airport Access, Washington | 9.0 | New Construction | $18 |
| Washington | DMPO | SR-18 | Bluff Street, St. George Boulevard to Red Hills Parkway Intersection, St. George | 2.0 | Widening/Reconstruction | $18 |
| Washington | DMPO | | Washington Fields Road, Lost Ridge Drive to 3650 South, Washington | 2.0 | Widening/Reconstruction | $18 |
| Washington | DMPO | | Riverside Drive, Convention Center Drive to 3050 East, St. George | 2.5 | Widening/Reconstruction | $18 |
| Washington | DMPO | I-15 | I-15, Interchange at MP 8, St. George | 1.0 | Reconstruction | $19 |
| Washington | DMPO | SR-18 | Bluff Street, Grade Separated Interchange w/Red Hills Parkway, St. George | 1.0 | New Construction | $19 |
| Washington | DMPO | | Mall Drive, Bridge and Legs, St. George | 1.0 | New Construction | $23 |
| Washington | DMPO | SR-18 | Bluff Street, Southbound Flyover at Sunset Boulevard, St. George | 1.0 | New Construction | $25 |
| Washington | DMPO | SR-9 | Southern Parkway, Segment VI, I-15 to Telegraph, Hurricane | 2.0 | New Construction | $37 |
| Washington | DMPO | SR-7 | Southern Parkway, Segment IIIb, Warner Valley Road to Washington Dam Road (1st Barrel) | 4.0 | New Construction | $49 |
| Washington | DMPO | I-15 | I-15, MP 0 to MP 13 | 13.0 | Widening/Reconstruction | $58 |
| Washington | DMPO | | Washington Parkway Northern Corridor, Red Hills Parkway to MP 13, St. George | 8.0 | New Construction | $97 |

# HIGHWAY PHASE ONE 2011-2020 CONTINUED

| County | Jurisdiction | Route | Project Name and Location | Length | Improvement Type | Est. Cost[1] in Millions |
|---|---|---|---|---|---|---|
| Weber | UDOT | SR-39 | SR-39, MP 9 to MP 22, Ogden Canyon | NA | Planning Study | $1 |
| Weber | WFRC | | Skyline Drive (North), US-89 to 450 East | 3.6 | New Construction | $66 |
| Weber | WFRC | | Pioneer Road (400 North), I-15 to 1200 West | 1.0 | Upgrade | $0 |
| Weber | WFRC | | 20th Street, Wall Avenue to Harrison Boulevard | 1.6 | Operational | $5 |
| Weber | WFRC | | 21st Street, Wall Avenue to Adams Avenue | 0.6 | Operational | $2 |
| Weber | WFRC | | Country Hills Drive, Adams Avenue to Gramercy Avenue | 1.0 | Widening | $11 |
| Weber | WFRC | SR-108 | Midland Drive, 3500 West to SR-126 (1900 West) | 2.9 | Widening | $84 |
| Weber | WFRC | SR-26 | Riverdale Road, SR-126 (1900 West) to I-84 | 1.0 | Widening | $39 |
| Weber | WFRC | SR-67 | North Legacy Corridor, I-15 (North) to 4000 South | 15.6 | Corridor Preservation | $66 |
| Weber | WFRC | SR-67 | North Legacy Corridor, 4000 South to Davis County Line | 3.3 | Corridor Preservation | $14 |
| Weber | WFRC | | 4700 West, 4600 South to 4800 South | 0.3 | New Construction | $3 |
| Weber | WFRC | SR-108 | 3500 West, Midland Drive to Davis County Line | 1.6 | Widening | $46 |
| Weber | WFRC | SR-126 | 1900 West, Riverdale Road to 5600 South | 0.4 | Widening | $4 |
| Weber | WFRC | I-15 | I-15, I-84 to Davis County Line | 2.8 | Widening | $38 |
| Weber | WFRC | | 450 East/400 East, 3300 North to 2600 North | 0.8 | Widening | $8 |
| Weber | WFRC | SR-203 | Harrison Boulevard, 12th Street to Country Hills Drive | 4.7 | Operational | $14 |
| Weber | WFRC | | Skyline Drive, 1. Fern Drive/2. Ogden City Limits to 1. 4600 South/2. Eastwood Boulevard | 0.6 | New Construction | $7 |
| Weber | WFRC | I-15 | I-15, Interchange at SR-26 (Riverdale Road) | NA | Upgrade | $18 |
| Weber/Davis/Morgan | UDOT | I-84 | I-84, MP 88 to MP 98, Weber Canyon Regional Traffic Study | NA | Planning Study | $1 |